

Priority Letter Section	Priority Letter Number	Project Name	Project Description	Project Origination	Purpose
Thank you for funding	N/A	US 29 from Seneca Drive to MD 175	Widening of US 29, including improvements to accommodate BRT	US 29 Improvements are in both the Baltimore Metropolitan Council's, and Howard County's General Plan Long Range Plan	Most of the planned future land uses for the Columbia area are contingent on a highway network capable of supporting the traffic demand and transit demand this development will generate.
Thank you for funding	N/A	MD 32 Corridor	Widening of MD 32 from MD 108 to I-70 as well as planning, design and construction for MD 32 improvements north of I-70 to the Carroll County line.	This project pursues cost-effective, long-term access and capacity improvements to MD 32 in order to support and accommodate future growth in accordance with Howard County's General Plan.	To improve safety conditions and traffic operations with minimum impact to local residents, businesses, and the environment
Thank you for funding	N/A	US 1 and Kit Kat Road intersection	SHA, in cooperation with Howard County and a private property owner, will design and install a new 4-way signalized intersection at US 1 and Kit Kat Road.	This intersection has experienced an unacceptable rate of personal injury and fatal collisions as a result of poor sight distance and substandard intersection geometrics. Howard County and MD SHA initiated a major corridor redevelopment and re-design initiative in 2001 for the US 1 Corridor.	Howard County will make improvements to Kit Kat road as part of this project. The 4th leg of the new intersection will access a parcel that could be redeveloped in the future.
Thank you for funding	N/A	US 29: BRT	Study and design a Bus Rapid Transit (BRT) system to relieve congestion on the busy commuting corridors in Howard County, in particular to the Washington Metro area.	Howard County's land use plans and policies are integrated with a future transportation network that includes BRT, which will support growth in Columbia Town Center and accessibility to future land uses along the US 29 and MD 32 corridors.	BRT, in cooperation with Montgomery County, is a promising alternative supported by research in Howard County's Phase 1 BRT Sensitivity Study.
Capital & Construction	1	US 29: Middle Patuxent River to Seneca Drive	Widening of US 29 from the Middle Patuxent River to Seneca Drive, including improvements to accommodate BRT.	US 29 Improvements are in both the Baltimore Metropolitan Council's, and Howard County's General Plan Long Range Plan	Most of the planned future land uses for the Columbia area are contingent on a highway network capable of supporting the traffic demand and transit demand this development will generate.
Capital & Construction	2.1	Transit Capital Improvements	Add buses to the RTA fleet. RTA buses are currently in short supply, causing service disruptions when regularly scheduled buses need service.	Improving transit access in more densely developed areas facilitates sustainable travel and land use consistent with Howard County's General Plan and community plans such the Route 1 Corridor plan and Columbia Town Center Master Plan.	With the increased fleet the goal is to expand the service area and provide more frequent service, thereby meeting increased demand for transit.
Capital & Construction	2.2	Transit Capital Improvements	Study and design a Bus Rapid Transit (BRT) system to relieve congestion on the busy commuting corridors in Howard County, in particular to the Washington Metro area.	Howard County's land use plans and policies are integrated with a future transportation network that includes BRT, which will support growth in Columbia Town Center and accessibility to future land uses along the US 29 and MD 32 corridors.	BRT, in cooperation with Montgomery County, is a promising alternative supported by research in Howard County's Phase 1 BRT Sensitivity Study.
Capital & Construction	3	US 1 Sidewalk: Construct sidewalk along US 1 southbound to the Prince George's County line	Construct sidewalk along US 1 southbound in the median between North Laurel Road and the Prince George's County line to accommodate and support pedestrian and bicycle traffic along the US 1 corridor.	Howard County and MD SHA, initiated a major corridor redevelopment and re-design initiative in 2001 for the US 1 Corridor in Howard County.	The US 1 corridor has experienced an unacceptable rate of personal injury and fatal collisions as a result of substandard pedestrian facilities and high speed driving.
Capital & Construction	4	MD 108: Construct intersection improvements along MD 108 at Ten Mills Road	This project will provide a single left turn lane at the MD 108/Ten Mills Road intersection. Traffic signals will be replaced and optimized. Bicycle compatibility will be provided through the intersection.	Improving this intersection to accommodate future vehicle demand and supporting pedestrian, bicycle, and other sustainable transportation is consistent with the goals in the County's General Plan.	This project would improve the safety and operation along MD 108 at the Ten Mills Road intersection.
Capital & Construction	5	MD 100 and MD 103: Replacement of the existing interchange	Howard County is proposing a Diverging Diamond Interchange (DDI) at this location to replace the existing grade-separation. A DDI is a type of interchange in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge.	Improving this interchange to accommodate future demand and supporting pedestrian, bicycle and other sustainable transportation is consistent with the goals in the Howard 2030 General Plan.	The existing and projected traffic volumes, improvements are needed to the MD 103/MD 100 interchange in order to maintain acceptable traffic operations with or without the development of the subject property
Design and Engineering	1.1	1-70: US 29 to US 40	This project will provide one additional lane on I-70 (from US 29 to US 40) in both directions.	These capacity improvements to I-70 are included in the Baltimore Region Long Range Transportation Plan and in Howard County's long-term land use planning.	Prioritize and pursue cost-effective, long-term capacity improvements to the road and highway network to support future growth in accordance with place type designations.

Design and Engineering	1.2	Upgrade/reconstruct the I-70/Marriottsville Road interchange	This project will be to design and implement a new interchange to meet capacity enhancements.	These capacity improvements to I-70 are included in the Baltimore Region Long Range Transportation Plan and in Howard County's long-term land use planning.	Prioritize and pursue cost-effective, long-term capacity improvements to the road and highway network to support future growth in accordance with place type designations.
Design and Engineering	1.3	Design and implement I-70/US 29 interchange capacity enhancements	This project will be to design and implement a new interchange to meet capacity enhancements.	These capacity improvements to I-70 are included in the Baltimore Region Long Range Transportation Plan and in Howard County's long-term land use planning.	I-70 between the interchanges with US 29 and US 40 operates at a failing level of service (LOS) during peak hour. The merge and diverge areas often operate at LOS F.
Design and Engineering	2	MD 175: Access in to Columbia Gateway Drive	SHA with input from Howard County has completed 2 phases of a Feasibility Study for improvements in the MD 175 corridor especially in the vicinity of MD 108, I-95 and US 1.	The Howard County General Plan assumes completion of this improvement for the further development of Columbia Gateway. Transit access in the MD 175 corridor will also be contingent on this improvement.	Howard County's land use plans and policies are integrated with a proposed future transportation network that includes these improvements by 2030.
Design and Engineering	3	MD 175: US 1 to Snowden River Pwky	Continued comprehensive traffic modeling by SHA and Howard County that will lead to design alternatives including the US 1/ MD 175 and US 1/I-95 interchanges.	MD 175 is located within and links key growth areas in Howard County. Planning now for future traffic improvements is consistent with supporting Howard County and State land use plans.	The Route 1 Corridor and Snowden River Parkway areas represent residential, and economic opportunities for Howard County.
Design and Engineering	4	Pedestrian/bike access/mobility/safety and ADA Improvements	Develop countywide bicycle and pedestrian networks to provide safe, comfortable, and convenient transportation for all ages and abilities.	This proposal is consistent with the Long Range Regional transportation, the Howard County General Plan, the Howard County Bicycle Master Plan and the Howard County Pedestrian Master Plan.	Reduce highway congestion, energy consumption, and greenhouse gases by increasing the number of residents using alternate modes of transportation.
Design and Engineering	5	MD 108 from Guilford Rd to Trotter Road	The project will provide dedicated shared use pathways, intersection improvements for pedestrians and cyclists, and selected roadway expansions for automobiles and commercial traffic in order to improve safety and accessibility within the project corridor.	This project is consistent with the regional, Howard County long-range transportation plans, and the Village of River Hill Master Plan.	This corridor was the focus of the Clarksville Pike Corridor planning study, which resulted in a plan for bike and pedestrian facilities along the corridor.
Design and Engineering	6	MD 175 - US 1 to Dorsey Run Rd	Widening and reconstruction including final design and construction of the US I/MD 175 interchange.	The project is also consistent with the County's Route 1 Corridor Plan.	Revitalization and redevelopment of the US 1 Corridor focuses development to priority funding growth areas, a major principle of the County's General Plan, Plan Howard 2030
Design and Engineering	7	MD 103 East of US 29	Addition of a third lane along MD 103 onto the ramp towards US 29 Northbound	Improving this intersection to accommodate all future demand and supporting pedestrian, bicycle and other sustainable transportation is consistent with the goals in the Howard 2030 General Plan.	Howard County's planning effort is to develop an integrated approach to all modes of transportation that balances highway, transit, bicycle, and pedestrian needs and reflects expected funding constraints.
Design and Engineering	8	Traffic Signal Backup Generators	Evaluate and plan a system for developing a back-up generator installation program at key state highway traffic signals within Howard County	When multiple traffic signals lose power, Howard County Police Department resources are strained to provide officers at all of the locations. The provision of a generator would alleviate the need to provide four to six officers per intersection.	
Design and Engineering	9	Noise Walls	To reduce noise impacts to houses built before the construction of I-95.	This project supports local land use plans, objectives, and goals for residents' health and welfare.	