

**FREDERICK COUNTY GOVERNMENT  
BOARD OF COUNTY COMMISSIONERS**

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*President*

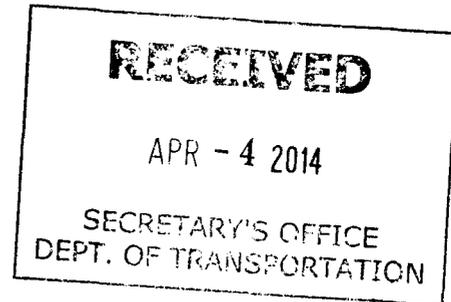
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*County Manager*

April 1, 2014

Mr. James T. Smith, Jr., Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076



Re: 2014 Frederick County Transportation Priorities

Dear Secretary Smith:

On behalf of the Board of County Commissioners of Frederick County and the Frederick County Delegation, we are writing to share Frederick County's ("County") transportation priorities for consideration in the development of the FY 2015 – FY 2020 Maryland Consolidated Transportation Program (CTP).

The County has numerous transportation priorities to address both congestion and traffic safety which are enclosed in the Annual Transportation Priorities Review Report. You would note upfront in the report, several County funded and private-public partnership projects on the Maryland State system that demonstrate our willingness to partner with the Maryland Department of Transportation (MDOT) with the goal to focus on safe and cost-effective improvements that eliminate existing and near term projected bottlenecks.

Because of projects moving forward in the CTP and significant commitments by our development community to fund improvements on the state highway system, our overall top priorities for highways have changed since last year and include:

**#1 – Project Planning Funding – MD 75: I-70 to Lewisdale Road**

*This improvement would address existing safety and future capacity needs of the corridor. The County has significant contributions pending in the millions of dollars to both construct and contribute funds toward this project.*

**#2 – Final Design Funding – US 15: I-70 to MD 26**

*This very cost effective improvement would add one additional lane in each direction in the median and relieve an existing bottleneck largely caused by through traffic.*

**#3 – Construction Funding – MD 85 Phase 1**

*This improvement would dualize MD 85 from Crestwood Boulevard to Spectrum Drive and reconstruct the deficient interchange with I-270 to improve safety and increase capacity in the County's largest commercial/industrial job corridor.*



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The top priorities broken out by Primary, Secondary and System Preservation categories, and by feasibility study, project planning, design, and construction phases, are as follows:

### **STATE PRIMARY HIGHWAY PRIORITIES**

#### **Project Planning:**

**I-70/Meadow Road Interchange** – This project would add missing ramp movements from eastbound I-70 to Old National Pike and from Old National Pike to westbound I-70.

*Project Status: The project planning had commenced in 2007 but is currently on hold. The County has offered to fund the \$500,000 project planning cost. It is expected that this interchange would be constructed with the initial construction of the westbound on-ramp to I-70, the most critical need to ameliorate existing traffic congestion on MD 144, being built in the near term by developers, with a Tax Increment Financing (TIF) application pending approval by the County to fund the entire project. The Linganore Planned Unit Development developer will be responsible for conducting the necessary planning prior to its requirement for design and construction under the TIF.*

#### **Final Design:**

**US 15: I-70 to MD 26** – Inside widening of the existing 4-lane section (50' median) to 6 lanes (bridge widening over US 40, Rosemont Avenue and Seventh Street) and noise barriers. Companion project to System Preservation projects to provide outside auxiliary lanes between closely spaced interchanges to improve safety and operation.

*Project Status: This would be a breakout project from the I-270/US 15 Multimodal Corridor.*

### **STATE SECONDARY HIGHWAY PRIORITIES**

#### **Feasibility Study:**

**MD 26/Monocacy Boulevard Interchange** – This project is necessitated by sudden traffic growth and an inability to reasonably widen the intersection at-grade. The study would identify costs, impacts and right-of-way/set back requirements and be included in the HNI and Frederick City Comprehensive Plan.

#### **Project Planning:**

**MD 75: I-70 to Lewisdale Road** – This project can be divided into three segments with different context sensitive solutions.

- **North Segment** – relocation from the park and ride lot at Baldwin Road to existing MD 75, south of Bush Creek in the vicinity of the Bush Creek Brethren Church, with a long bridge over Bush Creek and CSX railroad. (The County is collecting contributions from development projects in the MD 75 corridor.)

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- **MD 80 Intersection** – realignment to create a four-legged intersection with MD 80 and would include a ½ mile relocation of southern leg of MD 75. (This section would likely be constructed as a P3 involving the County and the Monrovia Town Center project, which is currently under review.
- **Middle Segment** – section from ½ mile south of MD 80 to Lewisdale Road involving reconstruction as a 4-lane divided roadway to primarily address capacity and safety improvements.

Note that the southern segment, MD 75 Relocated at Lewisdale Road to I-270, is already included in the SHA I-270/US 15 Multimodal Project Planning Study.

#### **Final Design:**

**MD 180: Solarex Court to Relocated Butterfly Lane** – Widen to a 4-lane divided section with expanded bridge over US 340/15.

*Project Status:* This is a breakout project from the MD 351/180 Project Planning study. Project planning has been largely completed, awaiting a “probability of construction funding” finding from the Federal Highway Administration. The City would reconstruct Butterfly Lane on a relocated western alignment, the County and City have and will continue to collect developer funds as seed money and the State Highway Administration (SHA) has a balance of funds (about \$2 million) available from a recent access control break payment from a developer that might be used to fund this project.

#### **Construction:**

**MD 85 Phase I** – Reconstruct existing I-270 interchange with roadway widening from south of Crestwood Boulevard to Spectrum Drive as a 4- to 6-lane divided highway.

*Project Status:* This is fully funded for the design/engineering phase with County contribution of \$2.1 million toward planning and final design. Full design/engineering completion has been delayed and is now expected to complete this year.

### **STATE SYSTEM PRESERVATION HIGHWAY PRIORITY**

**I-70: US 15 to Braddock Mountain** – Add third westbound lane in the median between the on-ramp from just west of US 340/15 to the beginning of the truck climbing lane near Mt. Phillip Road and extend the truck climbing lane about ½ mile westward from its current premature ending at the top of Braddock Mountain. The first phase of this improvement may be the lengthening of the on-ramp as currently under study by SHA.

### **STATE REGIONAL TRANSIT PRIORITY**

Our top non-highway priority is the enhancement of MTA #991 commuter service by permitting bus use on shoulders (BOS) on I-270; providing additional park and ride capacity at Myersville and Emmitsburg; and initiating off-peak, reverse peak, and weekend service.

Priorities for aviation, bike and pedestrian facilities and additional highway and transit projects are all detailed in the enclosed Annual Transportation Priority Review - 2014. The project questionnaires that delineate each

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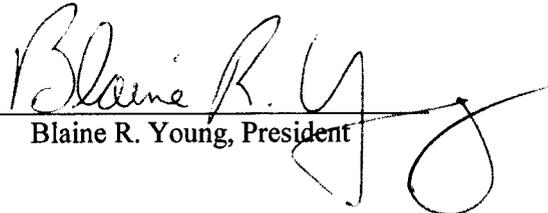
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project's adherence to the Maryland Transportation Plan, Greenhouse Gas Reduction Plan and the 2012 Frederick County Comprehensive Plan are also enclosed.

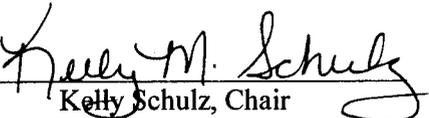
We appreciate the opportunity to provide our transportation priorities. We look forward to continuing a productive partnership with MDOT and to actively participate in the development of the CTP. If you have any questions or need additional information, please contact Mr. Ron Burns, Community Development Division, at 301-600-6742 or [rburns@FrederickCountyMD.gov](mailto:rburns@FrederickCountyMD.gov).

Sincerely,

BOARD OF COUNTY COMMISSIONERS  
OF FREDERICK COUNTY, MARYLAND

By:   
Blaine R. Young, President

STATE DELEGATION OF  
FREDERICK COUNTY, MARYLAND

By:   
Kelly Schulz, Chair

BRY/KS/RTB/jmg

Enclosures: Annual Transportation Priorities Report 2014 and Project Questionnaires

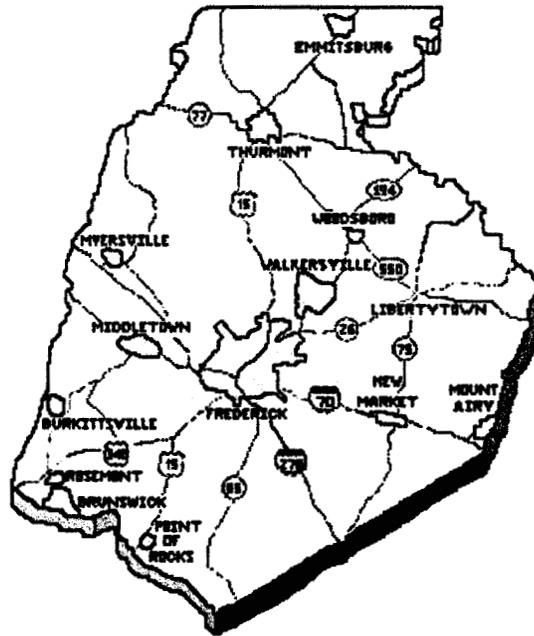
cc: Frederick County Delegation Members  
The Honorable Randy McClement, Mayor, City of Frederick  
Board of County Commissioners  
Lori L. Depies, CPA, County Manager  
Gary W. Hessong, Acting Director, Community Development Division  
Ron Burns, P.E., Engineering Supervisor, Traffic and Transportation, Community Development Division  
Charles F. Nipe, Director, Public Works Division  
Patricia B. Rosensteel, Director, Citizens Services Division  
Nancy J. Norris, Director, Department of TransIT, Citizens Services Division  
Robert L. Smith, Administrator, Maryland Transit Administration  
Paul Wiedefeld, CEO, Maryland Aviation Administration  
Melinda Peters, Administrator, State Highway Administration  
Dave J. Coyne, District Engineer, State Highway Administration

## Frederick County, Maryland

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# Annual Transportation Priorities Review - 2014

Staff Report - March 6, 2014



Prepared by: Frederick County Community Development Division

## **Introduction**

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The Transportation Priorities Review is conducted annually to address the State primary and secondary highway project priorities and a review of other transportation needs and priorities. A focus of the priorities is to provide guidance for the County's preparation of the FY 2015 to FY 2020 Capital Improvements Program (CIP) and to the Maryland Department of Transportation's preparation of next year's draft Consolidated Transportation Program (CTP), which is released in the fall.

The priorities review provides a multi-modal approach to identifying transportation needs and priorities, including:

- County highway projects
- State primary and secondary highway projects
- Bus, rail and bicycle/pedestrian projects
- The Frederick Municipal Airport

The Transportation Priorities Review is presented for review to the County Planning Commission and Transportation Services Advisory Council (TSAC). Comments and recommendations from these groups and the municipalities in Frederick County will be forwarded to the Board of County Commissioners and the Maryland State Delegation for their consideration and final approval. All of the above mentioned presentations are open to the public. County staff also coordinates with individual MDOT agencies as appropriate to review opportunities for consistency in project priorities. The priority listing for State projects are then transmitted to the Maryland Department of Transportation in April.

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### Appendix:

- 1 – MDOT FY 2014-2019 CTP Excerpts
- 2 – SHA Highway Needs Inventory (HNI)
- 3 – 2013 Priorities Letter

## **County Transportation Funding of Transportation Projects**

In 2001, the County adopted the Building Excise Tax (BET) ordinance, which became effective on February 4, 2002. The BET is applied at the building permit stage to all residential and non-residential construction within the County, including the municipalities, and is restricted to finance capital projects for either county or state public road facilities. In November of 2011 the Board of County Commissioners reduced the BET to \$0 but kept the ordinance in place, preferring to fund projects out of the general fund on a case by case basis.

The following projects have been allocated county funding or are pending:

Monocacy Boulevard: Schifferstadt Blvd. to Gas House Pike - An agreement between the County and Frederick City has been executed to establish a County contribution of 50% (\$ 8.35 million) toward the construction of a fully locally funded 4 lane divided highway in FY 15 through FY 18

MD 85 Reconstruction: English Muffin Way to south of Ballenger Creek – The County is contributing up to \$1.5 million toward the construction of a continuous 5 lane section to mitigate existing congestion and support the needs of extensive approved future development.

I-70/Meadow Rd Interchange – The County is considering a Tax Increment Financing (TIF) application on behalf to the Lake Linganore developer that would apply county tax increments to pay off the debt for the addition of new ramps. This project is in the Final FY 2014-2019 CTP but is on hold pending developer action.

Opposumtown Pike Reconstruction: Thomas Johnson Drive to US 15/Motter Avenue Interchange – An agreement between the County and Frederick City has been executed to provide a total of \$500,000 toward this project's construction. The total estimated construction cost is \$3.6 million. This project is under construction.

MD 85/I-270 Northbound On-Ramp Intersection Improvements – This Public-Private Partnership (P3), described in more detail on page 7, has \$2 million in county funding added to developer contributions to design and construct this project.

MD 75 Corridor Improvements – This P3 is identified in the Approved FY 14-19 County CIP to provide \$500,000 (FY 19) for partial funding for right-of-way acquisition. Additional right-of-way funding of approximately \$1.5 million may be needed. Developers would then be responsible for roadway design and construction within existing, dedicated and county obtained right-of-way.

US 15/Monocacy Boulevard Interchange – The County and City of Frederick each funded 1/3 of the cost (\$1.37 million) to design this project which is now fully funded for construction in the CTP. Construction is expected to start in mid/late 2014.

MD 85/I-270 Interchange Reconstruction – The County is funding \$1.5 million to design this SHA project which is nearing completion of the design phase.

## **Public-Private Partnerships**

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US 340/15 Interchange – As part of the mixed use development (MXD) project for the Jefferson Technology Park, the developers are in the process of constructing an interchange connecting US 340/15 with MD 180. The County has approved Tax Increment Financing (TIF) as their contribution to the project, and authorized the formation of a Community Development Authority (CDA) to help facilitate its construction.

I-70/Meadow Road Interchange – The Lake Linganore PUD developers would plan, design and construct the interchange in phases, beginning with the critical missing on-ramp to westbound I-70 to be open to traffic by 2017 and the off-ramp from eastbound I-70 to be open to traffic by 2022, both under SHA permit with federal approvals.

MD 85/I-270 Northbound Ramp Intersection – Design and reconstruction to add additional northbound left and southbound right approach lanes on MD 85 at the northbound ramp intersection; funded at \$2.9 million in the County CIP with technical assistance and permitting by SHA; contributions from corridor developers has accumulated to approximately \$900,000.

MD 351 – Widen and provide sidewalk and intersection improvements from north of Solarex Ct. to Crestwood Blvd. County and City developer escrow contributions total approximately \$1.2 million toward the design and construction of this project and additional contributions are pending. Construction is fully funded and would be performed by SHA beginning in 2014.

MD 85 – Widen MD 85 from English Muffin Way to south of Ballenger Creek. An adjacent developer will design and construct this improvement and the County will reimburse the developer up to \$1.5 million. This improvement is necessitated by the developer's access with MD 85 and added traffic from the Waste to Energy project, and will provide the southern leg of the SHA MD 85 Phase II widening project, reducing the ultimate cost of that project by several million dollars.

MD 75 – Numerous corridor development projects will make financial contributions, dedicate right-of-way or construct specific MD 75 improvements (described on page 6). The County is prepared to acquire right-of-way for the MD 80 area improvement and facilitate the ultimate construction of the relocated segment over CSX and Bush Creek.

## **State Highway Priorities**

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For the State highways, priorities are grouped into two categories: the **secondary system**, which includes arterial roads such as MD 75, MD 80, MD 180 and MD 355 and the **primary system**, including such major highways as I-70, I-270, US 15, & US 340.

Eligible projects for new project planning starts must be included in the State's Highway Needs Inventory (HNI), the current version (2011) of which is attached. Local projects, currently funded for planning, design or construction, are identified in the State's approved

FY 2014-2019 Consolidated Transportation Program (CTP), which are listed in the Appendix. The type of priorities includes the following:

- New project planning starts – projects must be listed in the HNI
- Projects moving from planning to design/engineering
- Projects moving from design/engineering to construction
- Projects requiring additional funding to complete a particular phase of a project

### **Significant CTP Project Additions since 2013 Priorities Report**

- US 15/Monocacy Blvd. Interchange and Park & Ride: Funded for R/W and Construction (*breakout project from the I-270/US 15 Multimodal Corridor Study*)
- MD 180: North of Crestwood Blvd. to north of Solarex Ct. – Widen to a four lane un-divided roadway with additional turning lanes and multiuse trail: Funded for Construction

## **State PRIMARY Highway Priority Listing**

### **Project Planning**

- 1. I-70/Meadow Road Interchange** This project would add missing ramp movements from eastbound I-70 to Old National Pike and from Old National Pike to westbound I-70.

*Project Status:* The project planning had commenced in 2007 but is currently on hold. Frederick County has offered to fund \$500,000 million project planning cost. It is expected that this interchange would be constructed with the initial construction of the westbound on-ramp to I-70, the most critical need to ameliorate existing traffic congestion on MD 144, being built in the near term by developers, with a TIF application pending approval by the County to fund the entire project. The Linganore PUD developer will be responsible for conducting the necessary planning prior to its requirement for design and construction under the TIF.

- 2. I-70 Phase 2 "E" / South Street / Monocacy Blvd** This project would address safety and operational needs of the substandard section of Monocacy Blvd between South St. and E. Patrick St., which is currently a 2-lane road.

*Project Status:* The continuation of the dualized multilane section of Monocacy Blvd. from East Street is needed for the safe and efficient movement of vehicles and non-motorized travel along Monocacy Blvd. and the ramps to/from westbound I-70. It is expected that developers on the north side of the road would build frontage improvements consistent with the proposed divided highway. This project may be eligible for a Systems Preservation Project.

### **Final Design**

- 1. US 15: I-70 to MD 26 –** Inside widening of the existing 4 lane section (50' median) to 6 lanes (bridge widenings over US 40, Motter Ave. and 7<sup>th</sup> St.) and

noise barriers. Companion project to System Preservation projects to provide outside auxiliary lanes between closely spaced interchanges to improve safety and operation.

*Project Status:* This would be a breakout project from the I-270/US 15 Multimodal Corridor.

- 2. I-70 Phase 4** – This is the final phase of the I-70 project and includes the inside widening of the mainline (no R/W required) from two lanes to three lanes in each direction between I-270 and west of Mt. Phillip Rd. Companion project to System Preservation project to breakout the westbound lane as a first phase breakout.

*Project Status:* The current scope of improvements would require the widening of 6 bridges. Two of the bridge widenings would require total reconstruction to accommodate the proposed road section identified in the MD 180-351 project planning study.

*This is a priority freight movement project in the Maryland State Freight Plan and MWCOG Freight Priorities List.*

- 3. I-270 Mainline: North of MD 121 to MD 75 Interchange** – This would include I-270 widening to 6-8 lanes (express toll lanes as a potential funding source) and relocating MD 75, with a new interchange with I-270, from I-270 to Lewisdale Road, as a 2-4 lane roadway.

*Project Status:* This would be a breakout project from the I-270/US 15 Multimodal Corridor.

### **Construction**

There are no eligible projects that have completed the design phase that would be ready to move into the construction program. Once final design has commenced on the US 15 widening (#1 Primary Design project listed above), this project would become eligible for Primary Construction priority.

## **State SECONDARY Highway Priority Listing**

### **Feasibility Study**

- 1. MD 26/Monocacy Blvd. Interchange** – This project is necessitated by sudden traffic growth and an inability to reasonably widen the intersection at-grade. The study would identify costs, impacts and right-of-way/set back requirements and be included in the HNI and Frederick City Comprehensive Plan.
- 2. MD 80 Extended** – This new two lane roadway would provide access to a major planned growth area north of Adamstown at the old Eastalco site and a new MARC station, as well as providing some relief to regional traffic on I-70 and I-270 by providing a circumferential accommodation for east-west travelers.

## **Project Planning**

- 1. MD 75: I-70 to Lewisdale Road** – This project can be divided into four segments with different context sensitive solutions.
  - North Segment - relocation from the park and ride lot at Baldwin Rd. to existing MD 75, south of Bush Creek in the vicinity of the Bush Creek Brethren Church, with a long bridge over Bush Creek and CSX railroad. (The County is collecting contributions from development projects in the MD 75 corridor.
  - MD 80 Intersection – realignment to create a four-legged intersection with MD 80 and would include a ½ mile relocation of southern leg of MD 75. (This section would likely be constructed as a P3 involving the County and the Monrovia Town Center project, which is currently under review.
  - Middle Segment – section from ½ mile south of MD 80 to Lewisdale Rd. involving reconstruction as a 4-lane divided roadway to primarily address capacity and safety improvements.

Note that the South Segment: MD 75 Relocated at Lewisdale Road to I-270, is included as a Primary Final Design Priority #3 project listed above

- 2. MD 194: MD 26 to Devilbiss Bridge Road** – This project includes the widening to a 4-lane divided roadway. This project would address both capacity and safety issues. Short term safety improvements would be made under the System Preservation program as needed.

*Project Status:* Planning and right-of-way identification for a portion of this project from the intersection of MD 26 and MD 194 to the southern end of the Walkersville bypass at Walkersville High School was completed as part of the MD 26 upgrade completed in the late 1990's.

- 3. MD 464 (Souder Road)** – This project includes reconstruction and possible realignment as a two-lane roadway between MD 79 and the eastern limits of the City of Brunswick for the safe and efficient movement of vehicles, pedestrians and bicyclists.

## **Final Design**

- 1. MD 180: Solarex Court to Relocated Butterfly Lane** – Widen to a 4 lane divided section with expanded bridge over US 340/15

*Project Status:* This is a breakout project from the MD 351/180 Project Planning study. Project planning has been largely completed, awaiting a "probability of construction funding" finding from the Federal Highway Administration. The City would reconstruct Butterfly Lane on a relocated western alignment, the County and City has and will continue to collect developer funds as seed money and SHA has a balance of funds (about \$2 million) available from a recent access control break payment from a developer that might be used to fund this project.

- 2. MD 85 Phase II** - Widen to 4-lane divided roadway from South of Crestwood Blvd. to south of a new bridge over Ballenger Creek.

*Project Status:* Project planning has been completed. County has entered into an agreement to assist in a developer funded improvement that would build part of this project from English Muffin Road to just south of Ballenger Creek. The County is willing to partner in funding for design or ultimate construction of this road improvement in a priority job creation corridor.

- 3. MD 85 Phase III** - Reconstruct to 4/6-lane divided roadway as a corridor preservation project from Spectrum Drive to Guilford Drive to improve vehicular, bike and pedestrian operation and safety.

*Project Status:* Project planning has been completed.

### **Construction**

**MD 85 Phase I** - Reconstruct existing I-270 interchange with roadway widening from south of Crestwood Boulevard to Spectrum Drive as a 4 to 6 lane divided highway.

*Project Status:* This is fully funded for the design/engineering phase with County contribution of \$2.1 million toward planning and final design. Full design/engineering completion has been delayed and is now expected to be complete this year. \$90 million construction estimate.

## **State SYSTEM PRESERVATION Highway Priority Listing**

- 1. I-70: US 15 to Braddock Mountain** – Add third westbound lane in the median with no structures impacted, between the on-ramp from just west of US 340/15 to the beginning of the truck climbing lane near Mt. Phillip Road (1.8 miles) and extend the truck climbing lane westward from its current premature ending at the top of Braddock Mountain (0.4mile).
- 2. US 15: Auxiliary Lanes from US 40 to MD 26** – Connect accel and decel lanes between closely spaced interchanges to improve safety and operation. Current segment in priority queue for construction:
  - a. Northbound - Motter to MD 26
  - b. Northbound - US 40 to Rosemont
  - c. Southbound - MD 26 to Motter
  - d. Northbound - Rosemont to 7<sup>th</sup>
  - e. Northbound - 7<sup>th</sup> to Motter
- 3. MD 75: Baldwin Road to Old National Pike** – Add additional turn lanes and receiving lanes to improve operational inefficiencies, especially in the AM peak period.

Note: Bus On Shoulder initiatives are discussed under the Regional Transit section but their implementation along I-270 would be part of SHA System Preservation Projects, often associated with yet to be scheduled resurfacing projects.

## **Local Transit**

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For transit projects the priorities are divided into local priorities for TransIT Services and regional priorities for transit / commuter service. The priorities include capital and/or operating projects.

The April 2007 Transportation Development Plan (TDP), which is being updated this year, provides guidance for the development of community transportation services for a six-year period. The plan forecasts operational and capital needs related to fixed-route transit, paratransit and commuter shuttle services. The plan recommends a phased expansion of transit services in both the rural and urbanized areas of the County focusing on areas of residential and employment growth. Transit friendly design standards supportive of future transit growth are also recommended.

*The top priority every year is to maintain existing service levels.*

### **Local Transit Recommendations FY14 – FY19 (in priority order)**

1. **Technology Upgrades** - funding for real-time transit bus information system for connector and shuttle route buses and stops. \$253,000 (\$227,700 federal/state)
2. **Connector Route Service** – Annual funding to provide 30-minute service frequencies from start of service to 6 pm. This project directly facilitates job growth. \$439,000 (\$395,000 federal/state)
3. **Shuttle Service** – Annual Funding to provide peak-period shuttle service to regional communities such as Urbana, Middletown and New Market that currently do not have any service. This project directly facilitates job growth. \$83,000 per shuttle route (\$75,000 federal/state)
4. **Paratransit Service** – Annual Funding to expand paratransit service to meet growing demand. Year 1 - \$62,000/Yrs 2-5 \$23,000 per year (\$0 federal/state)
5. **Facilities and Infrastructure** - Funding to expand administrative and vehicle maintenance facilities and to install additional passenger shelters and transfer centers. \$3,955,000 (\$3,559,500 federal/state)

## **Regional Transit**

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### **MTA Commuter Bus**

The #991 commuter bus service serves three total stops in Frederick County, the Myersville Park & Ride, Monocacy MARC station and the Urbana Park & Ride, carrying patrons to the Shady Grove Metro Station, with some routes continuing on to North Bethesda. Currently, there are 19 a.m. southbound trips (7 starting in Hagerstown/12 starting at the Monocacy MARC Station) and 20 p.m. northbound trips, up from 17 and 18 respectively, a year ago. The service continues to have significant gains in ridership. The County recommends the State continue to fund this important and cost effective service and add additional buses in the non-peak, off-peak direction and on weekends.

The 200 series Inter-County Connector (ICC) commuter bus service directly serves two stops in Frederick County on the #204 route at the Monocacy MARC station and the Urbana Park & Ride, that carry riders to the College Park Metro/MARC station via the ICC (MD 200). Currently there are 4 trips departing from the Monocacy MARC station during the morning peak period and 4-5 returning from College Park in the evening. In addition,

there are transfers in Gaithersburg to #201 which accesses the BWI Airport area (including Arundel Mills Mall, AMTRAK, MARC Penn Line and Baltimore Light Rail) and #202 which accesses the Ft. Meade/NSA campus.

### **MARC Commuter Rail**

Current Brunswick Line MARC service from the Monocacy and Downtown stations includes three a.m. departures and three p.m. trains per weekday. These trains cannot stop at the Point of Rocks station because no platform is provided (see below). In addition, there are 6 morning trains that stop at Point of Rocks and Brunswick (including 2 that start in Martinsburg, WV).

### **Regional Transit Priorities**

The MTA Commuter bus and MARC Commuter Rail, both MTA programs, are meant to compliment and not compete with each other for funding priorities. In the short term, commuter bus is best equipped to improve service between Greater Frederick and the greater Washington, D.C area. In the long term when population and especially employment densities in greater Frederick grow, only commuter bus is equipped to provide service to other destinations outside of Washington, D.C, but MARC rail enhancements would equally be critical to servicing the needs of commuters in the Frederick/Washington, D.C corridor.

Commuting enhancement recommendations, in general order of priority include:

- Improve commuter bus infrastructure by permitting bus use on shoulders (BOS) on I-270 and providing additional Park & Ride capacity at Myersville, US 15/Monocacy Blvd. (now funded for construction) and Emmitsburg
- Construct a new platform at Point of Rocks to serve Frederick Branch trains and increase the number and frequency of trains on the Frederick Branch
- Establish reverse commute and weekend service, first via commuter bus #991, then by MARC trains in the long term
- Establish commuter bus service from the Frederick area to the Baltimore area, exploring the feasibility of providing stop on this proposed route in Carroll County and/or Howard County to maximize ridership on this proposed route.
- Purchase additional passenger cars and locomotives to support more service on Frederick Branch.
- Construct signal improvements along the Old Main Line between Frederick and Point of Rocks to accommodate existing and expanded service.
- Establish additional premium commuter bus service in I-270 / US 15 corridor from Frederick County to various locations in Montgomery County as identified in the I-270 / US 15 multi-modal study.

### **Bicycle and Pedestrian Facilities**

This element addresses priorities for a network of off-street shared use paths, on-street bikeways, and pedestrian facilities. These facilities should be considered for both recreational use and as an integral part of a multi-modal transportation system. Implementing projects that provide for bicycle and pedestrian safety improvements and increased access to transit can also reinforce priorities. Increases in funding within the

scope of future capital improvement programs could come in the form of the designation of sidewalk retrofit funds, safe routes to school funding, improved access to transit, bicycle and pedestrian safety spot improvements, on-street bikeway improvements and/or additional off-street shared use path projects.

### **Off-Street Shared Use Paths**

The County's Bikeways and Trails Plan, adopted in 1999, identified several priority shared-use path corridors for implementation. This plan is being updated with a draft expected to be completed in 2013. The priority corridors will be subject to more detailed master plan study or design phase followed by construction. The Community Development Division would continue to be responsible for planning phases while the Division of Parks and Recreation would be responsible for the design and construction phases.

The goal of having in place in any given fiscal year, at least one shared-use path project under construction, one project in the design phase, and one project in the conceptual planning phase (preparing for design funding), has been included in the preparation of annual Capital Improvements Program (CIP) funding and should be continued. Completing missing links, establishing Safe Routes to Schools and coordination with local, state, and regional efforts should be a consideration in planning future priorities.

Priority county shared-use path corridors, current project phase and the agency/jurisdiction responsible for them are as follows:

#### **Planning**

- Monocacy River Greenway Phase I – between Tuscarora Creek and Ballenger Creek – (Frederick County, City of Frederick, National Park Service) *Part of Grand History Loop and identified as a priority regional Bikeway and Trail project by the Metropolitan Washington Council of Governments (MWCOG).*
- H&F Trolley Trail Section 3 – Moser Road to Blue Mountain Road Section 2 between Water St. and Moser Road is complete (Town of Thurmont/Frederick County) *Part of Grand History Loop*
- East Street / Walkersville Southern Rail with Trail – City of Frederick to Fountain Rock Park

#### **County Projects: Design / Construction**

Ballenger Creek Trail Section 4 – This section is currently in design.

#### **Municipal Projects: Design / Construction**

- Rock Creek Trail – Carroll Creek Trail – (City of Frederick)
- Carroll Creek Linear Park Extension East to Patrick Street (City of Frederick CIP)
- East Street Path – Carroll Creek to MD 26 (City of Frederick CIP)

### **On-Street Bikeways**

On-street bikeways include marked bike lanes, road shoulders, and signed shared roadways. The construction of new shoulders/curb lanes would typically be done as part of a government or developer funded upgrade/reconstruction project for the road itself. Highways with shoulders could be marked either by signs only or with signs and painted

markings. Marking and signing of designated bike routes should also be part of routine and planned resurfacing or remarking of county highways on designated bikeways.

The 1999 Bikeways and Trails Plan identifies a number of priorities for the development of on-street bicycle facilities. These improvements would normally be part of roadway system expansion or reconstruction and not as part of a retrofit program to provide the bike lanes alone. Providing connections between existing on and off street bikeways and trails, residential and employment centers and establishing Safe Routes to Schools should again be a priority. The facilities and the jurisdiction are provided below.

**Table 1: Frederick County Priority On-street Bikeway Corridors**

Road Section	Start-End Points	Potential Bikeway Type	Jurisdiction
New Design Road	Elmer Derr Road to Frederick City Line	To be determined at time of resurfacing. May include wide curb lane & shoulder on sections where width permits. Coordinate signage & marking issues in conjunction with Ballenger Creek Trail when it is constructed to New Design Road. Part of Grand History Loop.	County / Frederick City
Ballenger Creek Pike	Crestwood Blvd to Elmer Derr Road	To be determined in Developer Project Scopes	County
New Design Road	Elmer Derr Road to Potomac River	Not currently in CIP. Part of Grand History Loop.	County

### **Pedestrian Facilities**

In an effort to become more proactive with regard to improving pedestrian facilities in the County, two programmatic initiatives are recommended, one at the County level and the other for the State. As many parts of the County continue to develop at suburban and urban densities the need to provide missing links of pedestrian access to connect residential areas with schools, parks, and employment areas will increase as well. In particular, the Libertytown, Urbana, and Ballenger Creek and other areas adjacent to schools have a number of needs that could be addressed by either the State or County programs. Most recently, the Urbana District Park (which was opened to the public in June 2012) has a pedestrian/bikeway trail, which connects the park to Lew Wallace Drive in the Villages of Urbana Community. Future additions to any of these programs should focus on improving pedestrian safety throughout the County, particularly where school aged children are prevalent, and improving access to transit.

#### **State Sidewalk Retrofit Program**

This program has been in place for several years and provides local jurisdictions with a 50% match towards the construction of new sidewalks along *State* highways. The local jurisdiction is responsible for the other 50% of the construction costs as well as any design and right-of-way costs. There are areas in Brunswick and the City of Frederick designated as priority redevelopment areas that are eligible for 100% funding from this program. Current projects currently under consideration are listed in Table 2.

**Table 2: State Sidewalk Retrofit Projects in Frederick County**

Project Extent	Length of Sidewalk	Local Match Provider	State Funding	% Complete	Transit Service
MD 26 – Waterside Drive to Longmeadow Drive	2,600'	City of Frederick, 25%; Private, 25%	\$145,000 Requested	-	Yes
MD 17 – Myersville	1,150'	Town of Myersville 50%	\$180,000 Project Requested – 50% match offered by SHA, Town pursuing funds for their portion of match		No

**County Sidewalks / Safe Routes to School Program**

Efforts continued this past year to establish a program similar to the state’s that would focus on Frederick County sidewalks and establishing a Safe Routes to School Program. The program would focus only where there is sufficient existing, or easily obtainable, right-of-way. The Division of Community Development has developed the framework for a countywide inventory to identify where sidewalk improvements would be needed and establishing priorities for individual projects. Although the inventory would include improvements on State highways as well as County roads, the State highway improvements would be implemented through the State’s retrofit program.

Once the inventory is prepared and implementation guidelines are established, the County could create and maintain a line item in the CIP specifically for sidewalks, pedestrian safety, and Safe Routes to School improvements. This funding could also be used for crosswalk and intersection improvements. This funding source would also be used as a source for local dollars for those projects that are in receipt of State or Federal funds but require a local match. County staff has formed a partnership to review Safe Routes to School needs and explore potential grant funded opportunities. Most of the potential Federal Highway Administration and State of Maryland grant programs are reimbursement based programs that have limited funding so program efforts have primarily been focused on non-infrastructure projects like education, encouragement, and enforcement programs. A sidewalk construction project along Opossumtown Pike has recently been completed. This effort involves staff or input from the Division of Community Development, the Health Department, County Sheriff’s Office, Division of Public Works, County Municipalities, Frederick County Public Schools Facilities & Construction, and Frederick County Public Schools Transportation as the lead department.

**Recommendation**

*Establish a County sidewalk & Safe Routes to School Program capital improvement program line item to use for matching sidewalk retrofit funds and implementation of priority improvements.*

## **State Community Safety and Enhancement Projects**

### **Streetscape Projects**

There are three projects in the County currently associated with this program; all of these projects have been deferred due to MDOT revenue reductions. The County requests funding to be restored to these projects so that they may proceed to the next phase.

- Town of New Market MD 144 — Royal Oak Drive to Eastern Town Limits – Fully funded for construction start in FY 15.
- Jefferson MD 180 – US 340 to Old Holter Road – Design underway. The community of Jefferson supports this request. No construction funding.
- Middletown US 40Alt – Town Center Drive to Eastern Circle – Design underway. The Town of Middletown supports this request. No construction funding.
- Libertytown MD 26 – Elementary School to Park. No funding.

### **Access to Transit Projects**

A new line item has been added in MD SHA's budget to fund improvements that enhance pedestrian and bicycle access to transit around the state. Potential projects include:

#### **County Projects - Access to Transit (State Highways / Rail Stations Only)**

- Point of Rocks MARC Station Access Trail
- Monocacy MARC Station Access Trails – Reich's Ford Road to Rail Station and Rail Station to I-270 Technology Park / FSK Mall
- Jefferson Streetscape – Local Transit Serves west end of Streetscape project
- MD 85 at Grove Road - East and West Side Sidewalk from Lowes to McDonalds / Grove Road – Transit Stops is on Grove Road just off of MD 85 on east and at Corner of MD 85 and Grove on the west
- MD 180 south side from end of existing sidewalk just east of Valley Elementary School to bus stop at Jefferson Market (across from Post Office), this connects to western end of streetscape project
- MD 351 from Solarex Court Bus Stop at MD 351 to Crestwood Blvd.
- MD 194 at Glade Road (Walkersville) – ADA issues

#### **Municipal Projects - Access to Transit**

- MD 26 – Waterside Drive to Long Meadow Drive (Also requested as sidewalk retrofit)
- Access to and from Baughman's Lane to US 40
- Monocacy Blvd – new section from East Street to Patrick Street

## **Frederick Municipal Airport**

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A Master Plan Study for the Frederick Municipal Airport was completed in February of 2008. This study provides a guide for short and long-term improvements to the airport. In 2012, Reauthorization of Federal Aviation Administration came to fruition. For projects/improvements that are eligible for Federal Aviation Administration (FAA) funding the split is federal - is now 90%, down from previous levels in the 2000's of 95%. The question in this upcoming fiscal year, as well as the years to come up to 2015, is how the remainder will be split between the State and local counties and municipalities.

With the change brought about by the FAA Reauthorization and Modernization Act of 2012, the City (airport sponsor) is requesting that the formula at the State level be changed to not further burden the airport sponsor and its partners at the County level. The City suggests that the amended formula be as follows: FAA – 90%, MAA – 5%, County and City - 2.5% each.

For FY 2012/13 the City of Frederick has identified the following improvement project priorities for the Frederick Municipal Airport which would require funding from the Maryland Aviation Administration and/or the Federal Aviation Administration:

- **Bailes Lane Demolition and Runway 5/23 Extension:** funding for the demolition of current obstructions to Part 77, the extension of the runway 5/23 to 6,000', and the realignment of Taxiway A to maximize the safety, capacity and revenue of the airport.
- **Airport Perimeter Fence and Road:** funding for the construction of a perimeter road and fence for improved security at the airport and allow better access for law enforcement to other areas of the City and County.

### Appendix 1: SHA CTP Major Highway Projects FY2014-FY2019

Project / SHA Highway Program	Description	Project Status	Prior Funding (\$ 1,000)	FY 2014 Funding (\$ 1,000)	2015-2019 Funding Programmed (\$ 1,000)
I-70 Phase 2D (MD355 to east of MD 144)	Widen I-70 to 6 lanes; replace the I-70 bridge over Reich's Ford Rd.; construct new ramps from EBWB I-70 to Reich's Ford Rd.	I-70 Complete; finishing Reichs Ford Rd. improvements	39,340	5,200	219
I-270 Bridges at MD 80 and at Bennett Creek	4 Bridge Deck Replacements over MD 80 and Bennett Creek.	Complete	11,144	590	0
US 15 Catoctin Mountain Hwy at Motter Ave	Replace Motter Ave Bridge	Under Construction	9,908	4,655	1,117
I-70 Baltimore National Pike, Phase 4	Widen I-70 from Mt. Philip Rd. to US 340/15.	Engineering on hold.	29,467	0	0
I-70/Meadow Rd.	Provide missing interchange movements to/from the west.	Project Planning on hold.	252	0	0
I-270/US 15	Multi-modal highway & transit improvements between Shady Grove Metro Station and Biggs Ford Rd. (27.9 Miles).	Project Planning on hold	18,535	0	0
US 15/Monocacy Blvd. Interchange	New interchange and Park & Ride	Final Design is essentially complete; funded for R/W and construction - completion expected 2017	1,568	4,027	57,591
MD 85 - Buckeystown Pike Phase I	Upgrade MD 85 to a multi-lane divided highway from south of Crestwood Dr to Spectrum Dr with reconstructed I-270 interchange.	Final Design complete this year. County funding \$1.5 million for engineering. Cost shown reflects SHA share only.	2,022	750	3,113
MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike	Improve existing capacity and traffic operations from Greenfield Dr. to Corporate Dr.,	Project Planning underway, completion in 2013. County contributed \$500,000.	1,683	30	558
TOTALS - INTERSTATE, PRIMARY, & SECONDARY CONSTRUCTION, DEVELOPMENT, & EVALUATION PROGRAMS - \$ 1,000			Previous CTE This CTP	\$27,282 \$15,252	\$15,076 \$62,598

**Appendix 2: Frederick County State Highway Needs Inventory (2011 Version)**

**Appendix 3: Final 2013 Priorities Letter to MDOT**

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for each major capital project priority identified*

FY: 2015 to FY: 2020 CTP

- 1) Name of Project: I-70/Meadow Road Interchange Project Planning
- 2) Submitting Jurisdiction/Modal Agency: Frederick County/SHA
- 3) Project Jurisdiction/County: Frederick County
- 4) Project limits (attach map if available and applicable): Adding missing ramps to/from the west at the Interchange of I-70 and Meadow Rd/Old National Pike/MD 144
- 5) Anticipated cost and funding source (approximate if available): Full developer funding for IAPA, planning, design and phased construction.
- 6) Description of project purpose and need (up to one paragraph): This project would complete the late 1980's partially constructed interchange providing the missing ramps to and from the west. Traffic to/from the greater New Market/Lake Linganore community growth area (CGA) must travel east through historic New Market or west via MD 144 and into Frederick City for access with I-70 to/from the west resulting in overcrowded local roads, un-necessarily increased VMT and the potential for a major bottleneck at the MD 144/Monocacy Blvd intersection when Monocacy Blvd opens up later this year to the north and to the MD 26 corridor.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: No - CLRP projected construction date: 2020
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project adheres to the 2010 Comprehensive Plan Goal to "Maintain and enhance the quality of the transportation system to assure an acceptable level of service, safety and travel conditions for all roadway users and Plan Policies to 1) "Maximize transportation network connectivity by providing an interconnected street and transportation network within and between new and existing development" by providing a necessary link to the Interstate system for long distance travel and relieving congestion on local streets local, 2) "Support coordinated efforts to pursue Federal, State, local, non-profit and private funding for transportation improvements" by having all elements of project development and construction performed by developer funding and 3) "Encourage the preservation and maintenance of state /national scenic byways in ways that

retain their natural and historic character State and National Scenic byway" by removing unnecessary traffic from the Old National Pike and putting them on the interstate highway.

9) In county priority letter? Yes  No

10) Smart Growth status and explanation: Serving adjacent land uses that are contained in both the State PFA and County Community Growth Area (CGA).

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: By removing interstate destined traffic from the local road network, this project would reduce crashes on the local roads where pedestrians and bikers are prevalent, improve the safe and efficient movement of people and goods, and free up capacity on MD 144, I-70's immediate relief route, during an evacuation of Baltimore.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: By removing interstate destined traffic from the local road network, this project would improve traffic operations and efficiencies on local roads.

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: By removing interstate destined traffic from the local road network, this project would enhance quality and levels of service, reduce travel time for commuters and retail deliveries and be done so by a partnership of the State, County and local developer partners.

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: By removing interstate destined traffic from the local road network, this project would help direct growth in the adjacent PFA and CGA, remove congesting traffic from the Historic National Road and reduce VMT which in turn reduces air pollution. No cultural resources are impacted and no appreciable natural environmental impact is known.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: By removing interstate destined traffic from the local road network, this project would help direct growth in the adjacent PFA and CGA, remove congesting traffic from the Historic National Road and historic New Market, and reduce VMT .

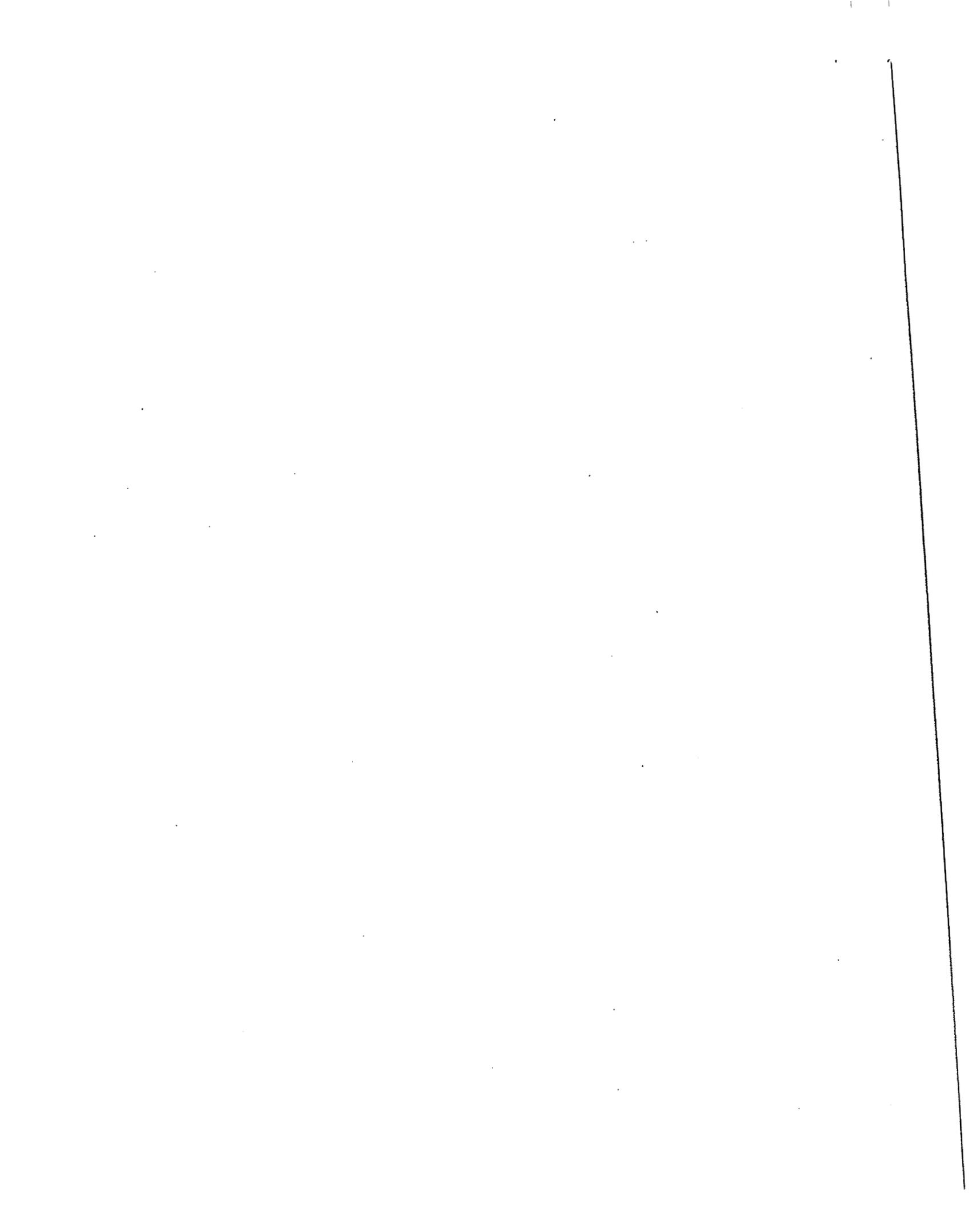
**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: By improving accessibility to this area from the interstate highway, this project would remove traffic from MD 144, thus improving roadway efficiency in the industrial eastern section of the City of Frederick.

12) Additional Comments/Explanation: \_\_\_\_\_



## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for each major capital project priority identified*

FY: 2015 to FY: 2020 CTP

- 1) Name of Project: US 15 Widening Final Design
- 2) Submitting Jurisdiction/Modal Agency: Frederick County/SHA
- 3) Project Jurisdiction/County: Frederick County
- 4) Project limits (attach map if available and applicable): I-70 to MD 26
- 5) Anticipated cost and funding source (approximate if available): \$3 million for Final Design - 100% MDOT
- 6) Description of project purpose and need (up to one paragraph): A breakout project from the I-270/US 15 Multimodal Study, US 15 through Frederick City is one of the most congested segments in the I-270/US 15 corridor. It provides an essential north-south connection through Frederick City and is critical from both a personal transport, transit and goods transport perspective. The area is currently served by a variety of transportation modes (including interstate highway and commuter rail and bus service) and intermodal opportunities (including park and ride lots. However, even with this existing transportation system, current operating conditions are congested at many locations within the project area. These problems are expected to become more severe as continued growth in both population and employment occur over the next quarter century.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: No - CLRP projected construction date: 2030
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project adheres to the 2010 Comprehensive Plan goal to "Plan a safe, coordinated and multi-modal transportation system on the basis of existing & future development needs, land uses and travel patterns" and Plan policies by 1) supporting the development of a commuter bus connection to the now funded Monocacy P & R lot along US 15 to the north, 2) supporting the accommodation of trucking, which will enhance development of a broad base of corridor wide industrial and commercial uses by providing adequate infrastructure and 3) maximizing the opportunities to manage the safe and efficient movement of trucks through Frederick County.
- 9) In county priority letter? Yes  No

10) Smart Growth status and explanation: Entirely within the Frederick City PFA

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: This project would remove inter-county traffic from MD 355 through the City and upgrade substandard design safety standards in place in the 1950's when the freeway was designed. It would greatly enhance DC and Baltimore area emergency evacuations northward and most importantly improve access with Fort Detrick.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Bridges over US 40, Rosemont Ave. and 7th St. would be widened and rehabilitated.

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This project will ensure the safe and efficient movement of people (auto and commuter bus) and goods by improving levels of service over failing levels today and reduce travel time and significantly increase people throughput

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Eliminating the congestion would reduce emissions on US 15 and the parallel MD 355 and median construction minimizes any natural environmental impacts.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The city and county comprehensive plans rely on the added capacity to create greater land use densities in the north part of the city and better access Ft. Detrick, and the city historic district would have less through traffic. Widening US 15 would further support the movement of goods and services within Frederick County's Community Growth Areas.

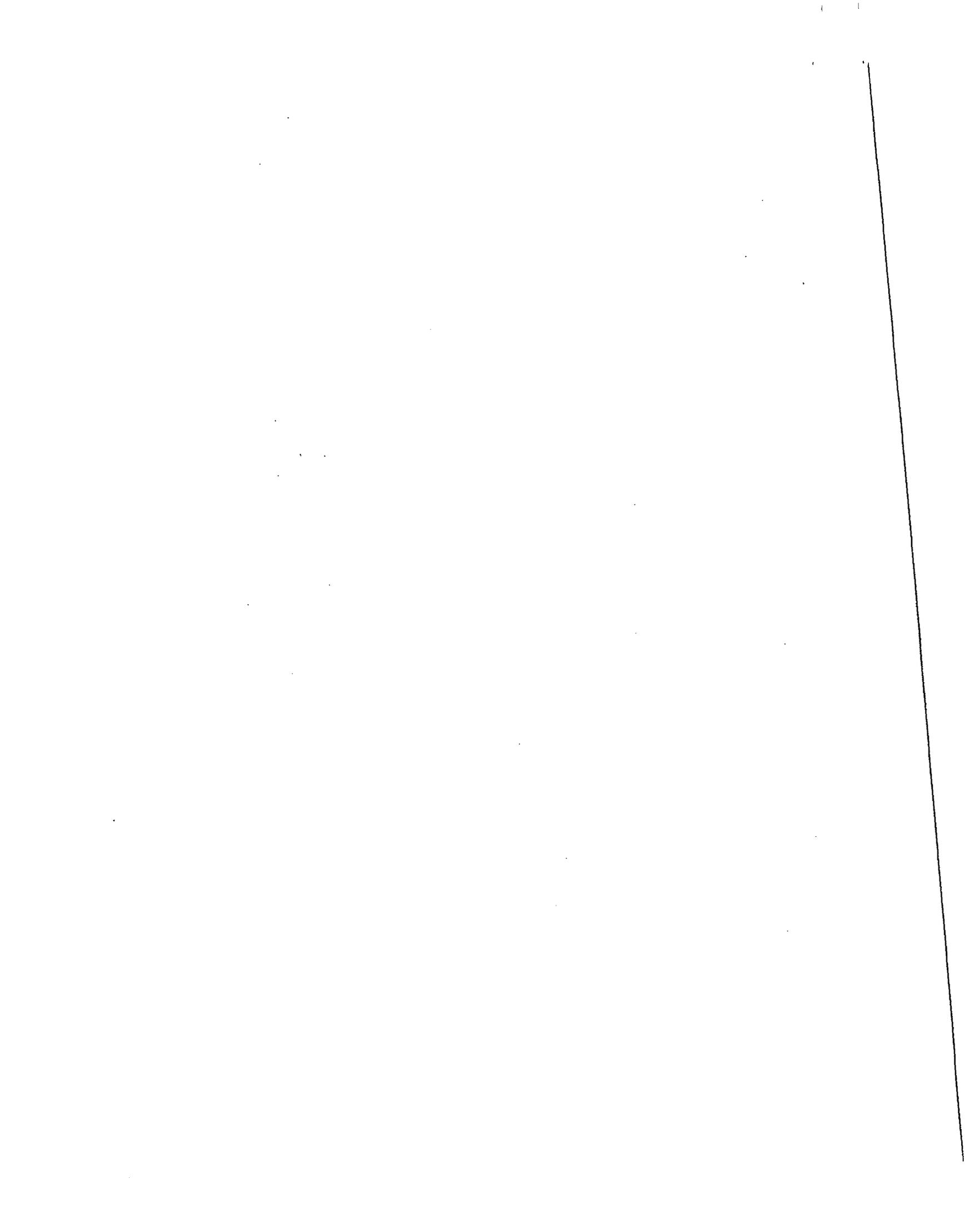
**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: 270/US 15 is the State's #1 economic driver and home of significant national bio-tech research and development (e.g. Medimmune). The gridlock caused by inadequate capacity greatly impacts the State's ability to recruit new businesses relative to neighboring Virginia.

12) Additional Comments/Explanation: \_\_\_\_\_



## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority Identified*

FY: 2015 to FY: 2020 CTP

- 1) Name of Project: MD26 and Monocacy Blvd. Grade Separation Feasibility Study
- 2) Submitting Jurisdiction/Modal Agency: Frederick County/SHA
- 3) Project Jurisdiction/County: Frederick City/County
- 4) Project limits (attach map if available and applicable): Intersecton of MD26 and Monocacy Blvd. In the northeast section of Frederick City.
- 5) Anticipated cost and funding source (approximate if available): Costs for State Highway interchanges in the area are in the \$50-80M range, noting the time frame of this project It is a long term initiative and in turn difficult to estimate.
- 6) Description of project purpose and need (up to one paragraph): The purpose is to address long term, future safety and capacity deficiencies on both MD26 and Monocacy Blvd, and to provide connections that would adequately serve the proposed and approved economic development within the surrounding areas. Its top priorities are to improve vehicular safety, the level of operations and integrity of both the State Highway as well as the Local Major Arterial. Truck traffic in this area will dramatically increase in the future with the development of major distribution centers of building materials and groceries in the Riverside Industrial Park. The area is approximately 30% built out and is one of the fastest growing areas of Frederick County. Proposed retail and mixed use developments are in accordance with the City of Frederick's 2010 Comprehensive Plan Update. Future 2030 volumes project failing levels of service at this location if improvements are not made. The local government jurisdictions, including Frederick County and the City of Frederick list the construction of an interchange at MD 26 / Monocacy Blvd as a top MDOT priority in the County.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: Project will be added to the CLRP at such time as this is approved on the City's Comp Plan (approximatly July 2014).
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The land use elements of the 2010 City and County Comprehensive Plans are dependant on the implementation of the recommended alternatives of the I-270/US 15 Multi-modal Study. This

project is consistent with Plans goal or policy (will be in July 2014 and there are 6 policies that are satisfied): 1) "Use the future Comprehensive Plan text and the Comprehensive Plan Map to coordinate the phasing of development with transportation capacity and investments by providing a key upgrade of Monocacy Blvd. circumferential arterial system and MD26; 2) "Preserve and enhance transportation capacity and multi-modal travel on local, collector and arterial routes that serve the City of Frederick" by providing a grade separated interchange with ; 3) "Work with Maryland Department of Transportation, Frederick County, MWCOG, TSAC, TPB, and FACT, to develop joint and complementary planning programs" by breaking out this priority project to be on the HNI of MDOT; 4) "Promote alternatives to the single occupant vehicle (SOV)" by providing improved access to a future park & ride facility and the upgrade improves alternatives to the failing road system on US 15; 5) The completely unfriendly bike/ped intersection and when the interchange is built is will "Promote bicycle and pedestrian mobility in the City of Frederick"; and 6) "Encourage development that meets Transit-Friendly Design standards" by facilitating transit friendly land use efforts adjacent to the interchange.

9) In county priority letter? Yes  No

10) Smart Growth status and explanation: Located in the Frederick City PFA and within County community growth area (CGA).

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Limited access intersections and grade separated interchanges by virtue of reducing the conflict areas increases safety and reduces the possibility of crashes.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: \_\_\_\_\_

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: With the future volumes (2030) approaching 100,000 ADT's on MD26 and 50,000 ADT's on Monocacy Blvd the interchange, the bottle neck will be alleviated in keeping with the MWCOG Regional Transportation Priorities Plan (RTPP).

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: An interchange inherently promotes the free flow of traffic as opposed to the stop and start of an intersection, thereby reducing the impacts on air quality.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The elimination of this bottle neck improves the movement of people and in particular at this location goods. The betterment of

quality of life lies in the fact that people and goods are not held up in congestion, wasting time and money. Lastly, this gives people another means in which to move through the City efficiently.

**Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.***

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: This interchange will dramatically improve the movement of freight in the area coming from and going to every direction at this location. With large freight contributors; CSR and ALDI, the interchange will facilitate more efficient movement of major amounts of freight.

12) Additional Comments/Explanation: The City of Frederick is currently going through the process of amending the Comprehensive Plan to show and substantiate the interchange on the Comp Plan Map. The final approval of this Plan update will conclude in August of 2014.

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for each major capital project priority identified

FY: 2015 to FY: 2020 CTP

- 1) Name of Project: MD 75 Reconstruction and Relocation Project Planning Study
- 2) Submitting Jurisdiction/Modal Agency: Frederick county/SHA
- 3) Project Jurisdiction/County: Frederick County
- 4) Project limits (attach map if available and applicable): I-70 to Lewistown Road
- 5) Anticipated cost and funding source (approximate if available): \$2 million (local funds may be available to expedite start)
- 6) Description of project purpose and need (up to one paragraph): This project is listed in the Highway Needs Inventory (HNI) as a two lane reconstruct. Project planning was commenced and halted in the 1970's between MD 80 and I-70. This roadway is lacking shoulders with horizontal obstructions adjacent to the road; has a substandard clearance under the CSX bridge, resulting in weekly disruptions due to trucks being stuck or backing up from the bridge, despite signing to the contrary; has a large percentage of peak hour traffic associated with jobs in the DC region; and is the spine road for a huge planned growth area in the County. The purpose of this project is to enhance the safety of motorists, pedestrians and bicyclers; meet the peak capacity demand of projected traffic numbers; and improve the roadway function to arterial standards.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: Predominantly inside north of MD 80 and entirely outside south of MD 80
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project adheres to the 2010 Comprehensive Plan Goal to "Maintain and enhance the quality of the transportation system to assure an acceptable level of service, safety and travel conditions for all roadway users and Plan Policies to 1) "Consider the roadway's existing and projected traffic volumes, crash history, level of service, and planned land use patterns in prioritizing roadway and bridge improvements" by reconstructing and relocating substandard road sections and adding capacity at critical intersections and 2) "Identify and improve the location and alignment of new roads, bicycle/pedestrian connections and transit links in advance of future need to coordinate establishment of right of way requirements and access control" by taking advantage of land

already acquired by SHA and to be acquired by the County for the needed realignments and 3) "Maximize the opportunities to manage the safe and efficient movement of trucks through Frederick County" by facilitating the needs of existing and programmed future freight traffic accessibility between the Intercoastal industrial uses and the interstate highway system.

9) In county priority letter? Yes  No

10) Smart Growth status and explanation: North of MD 80 the entire existing road is within the County's growth boundaries but a relocation over the CSX would take it outside; south of MD 80 it is entirely outside the PFA but like MD 32 in Howard County, does interconnect PFA's and PFS's with the interstate highway system

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: This project would eliminate fixed object collisions and reduce head on, rear end, and angle crashes, by providing improved stopping sight distance and a standard clear zones which is lacking on the current road section.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: The reconstruction would improve the substandard road's function to meet AASHTO standards

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This project would eliminate peak commuter period congestion and increase reliability for users by eliminating the truck clearance problem at the CSX bridge

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: his project facilitates in-fill growth in PFA's and reduces auto emmisions by reducing recurrent and un-recurrent congeston. Best practices would be employed to minimize natural environmental impacts of Bush Creek by bridging the entire affected area.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: This project connects the County designated growth areas for residential and industrial uses with the interstate highway system to facilitate access with the Baltimore and DC regions by ubgrading the fuction, safety and capacity of MD 75 in a conctect sensitive manor.

**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: the removal of the CSX bridge bottleneck will better accommodate movement of goods between industrial uses in the greater New Market area and consumers in the DC region

12) Additional Comments/Explanation: \_\_\_\_\_

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each major capital project priority identified*

FY: 2015 to FY: 2020 CTP

- 1) Name of Project: MD 180 Final Design
- 2) Submitting Jurisdiction/Modal Agency: Frederick County/SHA
- 3) Project Jurisdiction/County: \_Frederick County/City
- 4) Project limits (attach map if available and applicable): North of Solarex Ct. to Relocated Butterfly Ln. just north of I-70
- 5) Anticipated cost and funding source (approximate if available): \$5 million (local funding contributions may expedite the start)
- 6) Description of project purpose and need (up to one paragraph): This is a breakout project from the MD 351/180 Project Planning Study addressing the most critically congested section of the MD 351/180 study that is the worst secondary bottleneck in the County.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: No - CLRP for Study
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project adheres to the 2010 Comprehensive Plan Goal to "Maintain and enhance the quality of the transportation system to assure an acceptable level of service, safety and travel conditions for all roadway users and Plan Policies to 1) "Consider the roadway's existing and projected traffic volumes, crash history, level of service, and planned land use patterns in prioritizing roadway and bridge improvements" by reconstructing a substandard two lane section of roadway by implementing the planned 4 lane dual highway at its highest volume link, at the ramp intersections of the US 15/340 freeway and 2) "Identify and improve the location and alignment of new roads, bicycle/pedestrian connections and transit links in advance of future need to coordinate establishment of right of way requirements and access control" by widening for maximum safety and efficiency of travel by all modes, including a 10' multiuse trail, and better accommodating Transit bus route #10 and 3) "Maximize the opportunities to manage the safe and efficient movement of trucks through Frederick County by facilitating the needs of existing and programmed future freight traffic accessibility between Centerpark (Medimune) and the interstate highway system..

9) In county priority letter? Yes  No

10) Smart Growth status and explanation: Entirely contained within the City of Frederick PFA

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: This project would eliminate head on, and reduce rear end and angle, crashes by providing a median divided highway and better chanelizing intersection driveway turning movements.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: The existing bridge over US 340/15, built in 1967 would be rehabilitated and sustained for an extended life when traffic is moved to the adjacent new bridge and ultimately receive less axel loadings as traffic is spread over two additional lanes.

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This project, which would have private sector contributions, would eliminate peak commuter period congestion, increase reliability for automobiles and the TransIT Route #10 bus and increase reliability for commercial freight deliveries from adjacent commercial uses.

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: This project reduces auto emissions by removing a critical bottleneck with no appreciative natural environmental impacts from reconstruction.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: This project facilitates in-fill growth in and adjacent to Frederick City, including the Jefferson Tech Park MWCOG designated activity center, as well as eliminates a key bottleneck that reduces the quality of life of the neighborhood.

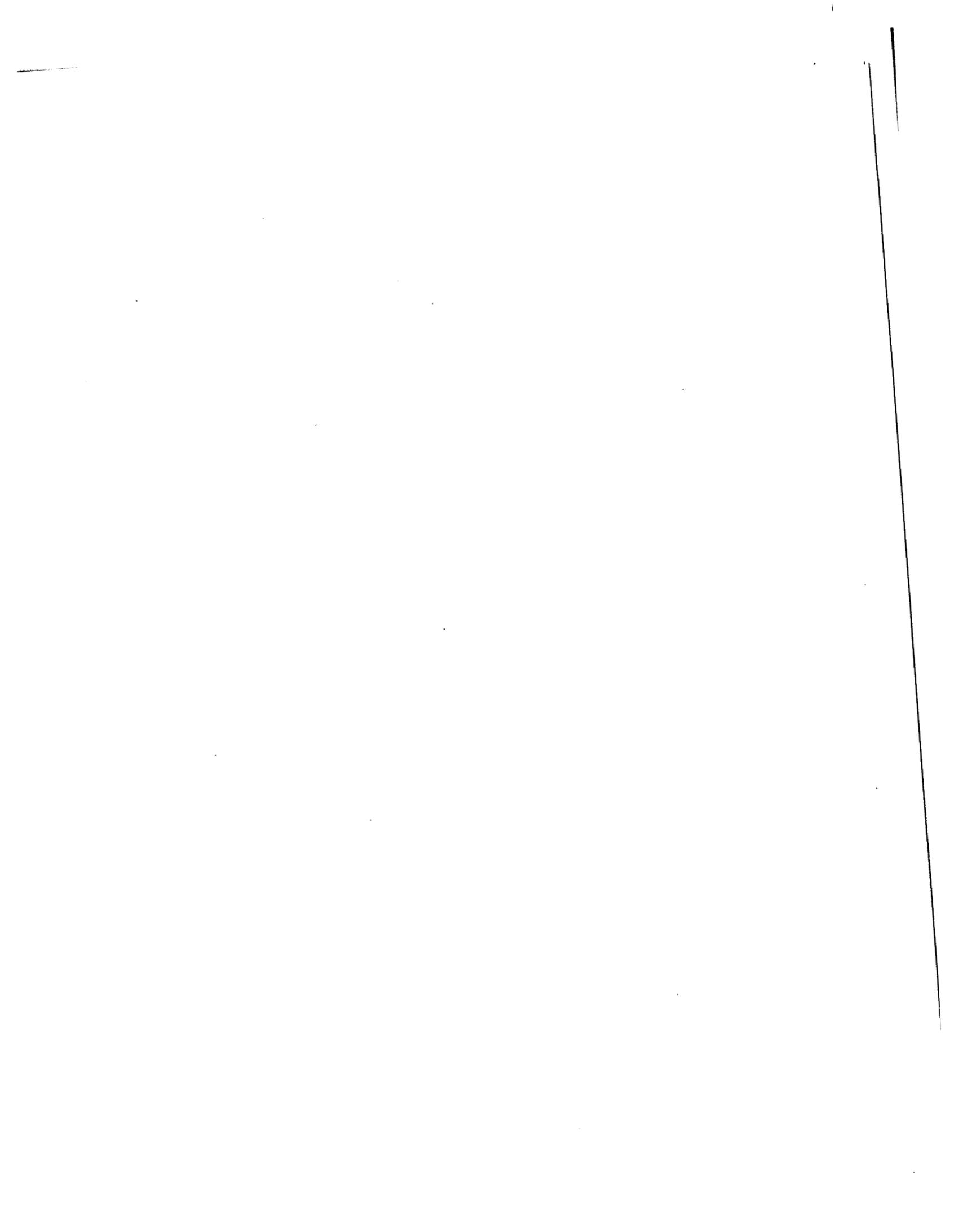
**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Over 3 million square feet of approved but unbuilt commercial land in this project's study area would benefit from the bottleneck elimination of this very short and cost effective segment of highway improvement

12) Additional Comments/Explanation: \_\_\_\_\_



## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for each major capital project priority identified

FY: 2015 to FY: 2020 CTP

- 1) Name of Project: MD 85 Phase I Widening and Interchange Reconstruction
- 2) Submitting Jurisdiction/Modal Agency: Frederick county/SHA
- 3) Project Jurisdiction/County: Frederick County
- 4) Project limits (attach map if available and applicable): Between South of Crestwood Blvd. and North of Spectrum Drive
- 5) Anticipated cost and funding source (approximate if available): \$105 million for R/W and Construction; primarily MDOT with some local funding primarily from benefiting developers
- 6) Description of project purpose and need (up to one paragraph): The purpose of this project is to alleviate existing safety, capacity and operational deficiencies while accomodating traffic increases in the County's primary commercial growth and employment area. This Phase 1 improvement includes upgrading the MD 85 interchange at I-270 and the tie-ins required at Spectrum Drive and Crestwood Boulevard. The interchange design will be compatible with long-term improvements proposed as part of the I-270/US 15 Multi-modal Study. The two aging I-270 bridges over MD 85 that do not accommodate the safe maovement of bikes and pedestrians and forms a local vehicular bottleneck, will be removed and replaced with a longer, wider structure that can accommodate the additional lanes required on MD 85 to accommodate the design year traffic (2030).
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: No - CLRP Projected Construction Date: 2020
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project adheres to the 2010 Comprehensive Plan Goal to "Maintain and enhance the quality of the transportation system to assure an acceptable level of service, safety and travel conditions for all roadway users and Plan Policies to 1) "Consider the roadway's existing and projected traffic volumes, crash history, levelof- service, and planned land use patterns in prioritizing roadway and bridge improvements" by providing public infrastructure concurrently with approved development, 2) "Accommodate safe use and access in the design and maintenance of all road projects by public transportation, cyclists, pedestrians and users with disabilities" by enhancing maximum

accessibility, safety and efficiency of travel by all modes where only vehicular traffic can get by today, and 3) "Maximize the opportunities to manage the safe and efficient movement of trucks through Frederick County by facilitating the needs of existing and programmed future freight traffic accessibility between the MD 85 industrial and manufacturing uses and the interstate highway system.

9) In county priority letter? Yes  No

10) Smart Growth status and explanation: This project is entirely contained and supports commercial land uses within a State Priority Funding Area (PFA) and County Community Growth Area (CGA)

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Rear end and angle crashes would be significantly reduced with the introduction of better channelization (median) and congestion elimination.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: This project would ameliorate the falling transportation system and inefficient operational lane balance during peak periods and replace two aging and deficient bridges on I-270 over MD 85.

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This project would eliminate the most heavily auto and truck traveled bottleneck (during both commuter and retail peaks) and least bike and pedestrian friendly segment in the County and provide reliable travel to all modes of transportation.

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: T

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: This project would support reinvestment in the aging commercial sector north of I-270 (currently undergoing a County Corridor Redevelopment Plan) and accommodate the over 3 million sq. ft. of approved but unbuilt employment and distribution uses south of I-270, and significantly enhance freight movement between the MD 85 freight oriented uses and the interstate highway system and modal interconnectivity of transit giving better access to the Monocacy Station MARC and 991 Commuter Bus Station as well as better accommodating the Transit #10 and #20 routes.

**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

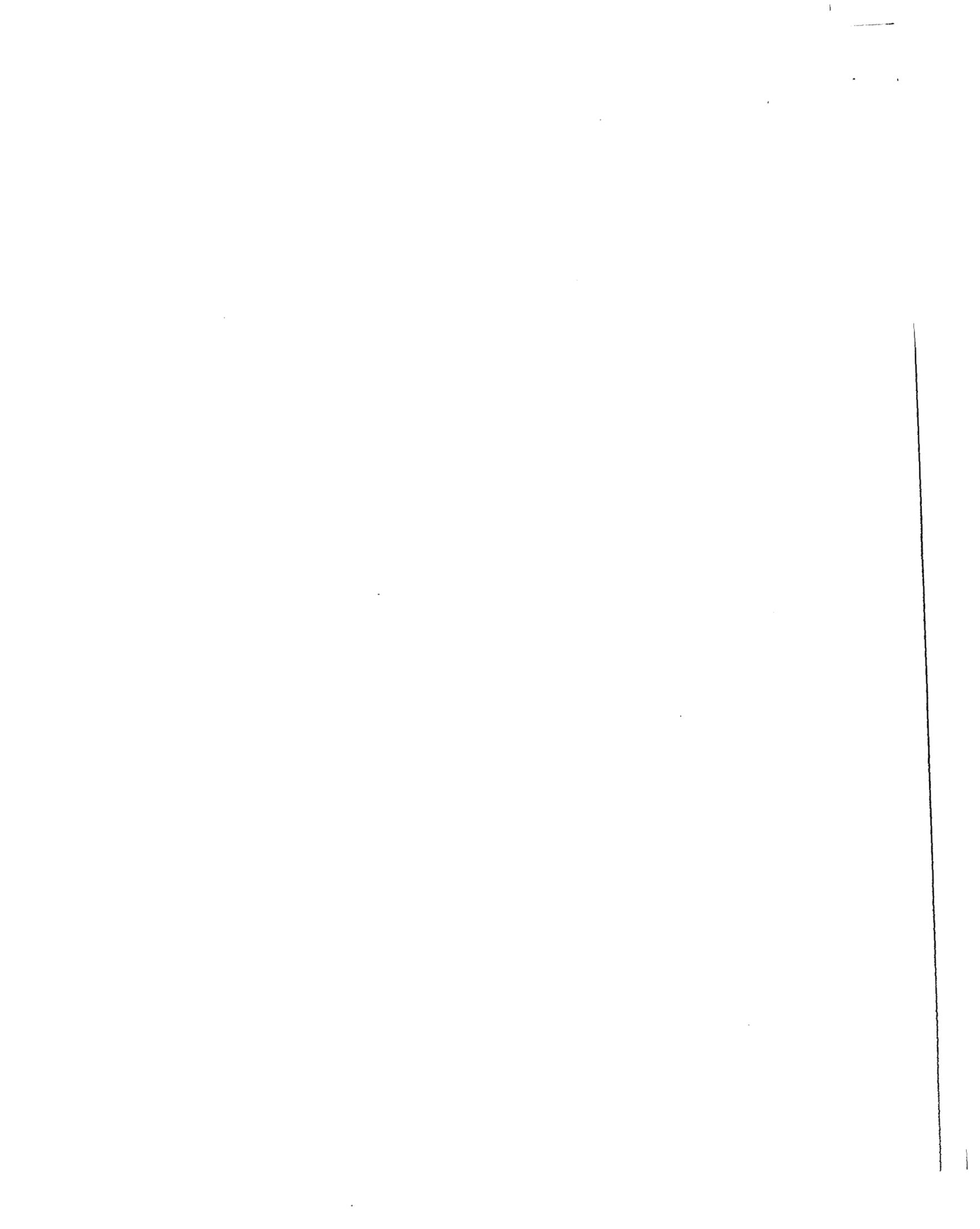
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: This project would significantly accommodate job growth and retention in the heavily commercial/industrial MD 85 corridor

and meet future needs of the 3 million sq ft of yet to be developed industrial/employment corridor land uses.

12) Additional Comments/Explanation: \_\_\_\_\_



If checked, please describe how the project supports the goal and objectives: This project would improve air quality by removing commuting automobiles from the highways .

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: This project would increase the transit mode share in the area and provide enhanced intercounty and intermodal connections, thus improving travel efficiency, sustaining activity centers and encouraging growth near transit stops.

**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The reverse peak hour commute and downtown Frederick service would support job growth in Frederick City and provide transit captive DC area residents job opportunities outside their living area.

12) Additional Comments/Explanation: \_\_\_\_\_

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Reducing the vehicle miles of travel of auto trips would reduce the total number of crashes in the region

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: \_\_\_\_\_

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: More and diverse bus service increases the quality and efficiency of service and increases person throughput in the very congested I-270 corridor

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for each major capital project priority identified*

FY: 2015 to FY: 2020 CTP

- 1) Name of Project: Commuter Bus Expansion
- 2) Submitting Jurisdiction/Modal Agency: Frederick County/MTA
- 3) Project Jurisdiction/County: TSAC/Frederick County
- 4) Project limits (attach map if available and applicable): From Hagarstown and Frederick to Shady Grove and North Bethesda
- 5) Anticipated cost and funding source (approximate if available): MDOT - Operating Budget
- 6) Description of project purpose and need (up to one paragraph): Enhancing one of the State's most used commuter bus routes, if not the most used route, by providing additional and express busses in the peak hour, reverse peak service utilizing empty busses, termini in downtown Frederick, off peak service, new service with the US 15/Monocacy P & R in late 2016, expanded P & R capacity in Myersville and Urbana, bus on shoulder (BOS) accomodation, and weekend service (actual or subsidized for others) would remove automobile traffic in one of the State's most congested highways, enhance the quality of service for MTA customers, and improve air quality.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: No - a project such as this is not typically contained in the CLRP
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project would help achieve multiple goals in the 2010 Comp Plan, the two most related include: "Plan a safe, coordinated and multi-modal transportation system on the basis of existing & future development needs, land uses and travel patterns" and " Reduce the need for single occupancy auto use through travel demand management and increasing the share of trips handled by bus; rail; ride-sharing; bicycling and walking" and adhere to the following policy: " Support expansion and improvement of local and regional multi-modal commuter options including rail, bus, and park and ride provision" by providing increased ridership through improved headways, additional travel options and improved quality and efficiency of existing service.
- 9) In county priority letter? Yes  No
- 10) Smart Growth status and explanation: All capital improvements are in PFA's.

Baltimore and its Midwest markets, thus its designation as a priority freight movement project in the MD State Freight Plan.

12) Additional Comments/Explanation: \_\_\_\_\_

Frederick/Montgomery County. It would also reduce traffic on US 40, which is a congested parallel major arterial used as an alternative when I-70 backs up.

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: This project would increase air quality measures by eliminating a bottleneck with significant truck traffic and has no known natural environmental impacts as the widening is in the median.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The project will reduce congesting through traffic on the US 40 "Golden Mile," a corridor in economic distress and more efficiently move people and goods, especially benefiting the port of Baltimore with freight moving westward.

**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The project has regional significance by enhancing the only interstate highway link between the Baltimore/Washington Region and points west to Pittsburgh, Cleveland, Detroit and Chicago, and it provides a vital link between the Port of

movement of trucks through Frederick County" by providing the necessary capacity for freight movement between the Port of Baltimore and the the Midwest.

9) In county priority letter? Yes  No

10) Smart Growth status and explanation: This project is entirely within the State Priority Funding Area (PFA), County Community Growth Area (CGA) and the City of Frederick.

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: This project would reduce rear end crashes associated with falling stop and go traffic and enhance the prime evacuation route of greater Baltimore and the Maryland suburbs of Washington during a catastrophic emergency.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: This final I-70 widening project would provide a long term solution to reduce the truck axle loading frequency by distributing the heavy truck traffic levels over three lanes in each direction instead of two and reduce economic costs due to delay, especially for freight movement.

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This improvement not only eliminates the last bottleneck on I-70 during peak commuting periods but also reduces travel time and enhances system reliability for freight traffic between the Port of Baltimore and its Midwest market as well as the successful Commuter Bus Line 991 between Hagarstown/Meyersville and

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for each major capital project priority identified

FY: 2015 to FY: 2020 CTP

- 1) Name of Project: I-70 Phase 4 (Part A): Mainline Widening Westbound Final Design
- 2) Submitting Jurisdiction/Modal Agency: Frederick County/SHA
- 3) Project Jurisdiction/County: Frederick County
- 4) Project limits (attach map if available and applicable): From I-270 on ramp to truck climbing lane (2 miles)
- 5) Anticipated cost and funding source (approximate if available): \$3 million for design
- 6) Description of project purpose and need (up to one paragraph): I-70 skirts the southern boundary of the historic City of Fredrick which is a hub of arterial highways connecting Baltimore, Washington D.C., Virginia, Central Pennsylvania, and the Midwest. This is the first and most critical phase of the last segment of I-70 to be completed, re-constructing to 3 lanes westbound (Part B would be a third lane added eastbound) and has become a bottleneck with the completion of the priority segments during evening peak periods. The segment has regional significance in providing the only interstate highway link between the Baltimore/Washington Region and points west to Pittsburgh, Cleveland, Detroit and Chicago, and it provides a vital link between the Port of Baltimore and its Midwest markets, thus its designation as a priority freight movement project in the MD State Freight Plan. It also provides accessibility that enhances economic development and tourism in far western Maryland. 2010 ADT was over 75,000 and is expected to grow over time.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: No - CLRP projected construction date: 2020
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project adheres to the 2010 Comprehensive Plan Goal to "Maintain and enhance the quality of the transportation system to assure an acceptable level of service, safety and travel conditions for all roadway users and Plan Policies to 1) "Consider the roadway's existing and projected traffic volumes, crash history, level of service, and planned land use patterns in prioritizing roadway and bridge improvements" by completing the last planned mainline expansion of I-70, thus eliminating the failing peak period condition and 2) "Maximize the opportunities to manage the safe and efficient