



FREDERICK COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

Jessica Fitzwater
County Executive

John K. Peterson, Chief Administrative Officer

March 4, 2024

Mr. Paul J. Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: 2024 Frederick County Transportation Priorities

Dear Secretary Wiedefeld:

On behalf of Frederick County ("County"), we are writing to share the County's transportation priorities for consideration in the development of the Maryland Department of Transportation (MDOT) FY2024-FY2029 Maryland Consolidated Transportation Program (CTP).

As a thriving community in central Maryland, the County continues to seek investments in our transportation network to meet the rapidly diversifying needs of our residents, municipalities, businesses, and industries. We value our collaborative relationship with MDOT and the Transportation Business Units (TBUs), and we appreciate past and present efforts to invest in meaningful transportation network improvements throughout the County. We recognize and endorse the importance of a safety-first approach to the transportation network and endorse MDOT's data driven approach to system preservation focusing on increasing the intelligence of the transportation network.

The County implores the State to retain the construction funding for the US 15 safety project and funding for local transit operations, in the upcoming CTP, as presented by state officials during the Tour meeting. The US 15 project is vital to the safety and well-being of Marylanders and the economic development of surrounding area. The County understands the transportation revenue model, as it exists today, needs to be modernized in order to provide the funding necessary deliver future transportation projects. We look forward to supporting these efforts at the local level and working in partnership with the State to address these funding challenges.

For the FY2024-FY2029 CTP, we have organized our priorities by emphasis area, including candidate projects suitable for the recently approved federal infrastructure package, and ones that aid in the programming of future State resources toward our local transportation needs.

INTERSTATES AND STATE HIGHWAYS

The County has been an active participant in the MDOT process for regionally significant projects. We agree with the need to improve the performance of our major interstate corridors, including expanded transit options, and priority freight movement routes.

The following projects represent our transportation priorities for planning, design, and construction funding for our local Interstates and State Highways.

1. **Full Construction Funding – US 15 from I-70 to MD 26.** The section of US 15 from I-70 to MD 26 has long been targeted for critical safety upgrades that would eliminate dangerous weave

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conditions and provide important sound and safety barriers for adjacent residential homes and businesses. Notably, during the 12-month period between December 1, 2022, and November 30, 2023, our Division of Fire and Rescue Services transported a total of 81 patients to the hospital with injuries they received in motor vehicle accidents on this segment of US 15 (between I-70 and MD 26). This project has been the longstanding top transportation priority for the County and The City of Frederick, as it will help alleviate safety issues and relieve the corridor that is over capacity in both directions during both peak hours. MDOT is advancing an accelerated design schedule for this project that is expected to advance to the construction phase in mid-2026. We urge the Administration to make every possible effort to retain full construction funding for the US 15 safety improvement project.

2. **Full Design Funding – I-70 Phase 4: I-270 to Mt. Phillip Road.** This project is a prime candidate suitable for funding consideration from the federal infrastructure package as it is the fourth and final phase of the I-70 project (limits from Patrick Street to Mt. Phillip Road). This is a priority freight movement project in the Maryland State Freight Plan and Metropolitan Washington Council of Governments Freight Priorities List and is a key link, essential to improving our regional supply chain network. It would also increase safety related to the merge of I-270 (including the additional HOT lanes) and I-70 west and address congestion through this segment as it transitions to the future US 15 widening. It is essential that the I-70 Phase 4 is funded for design and construction concurrently. *MDOT/Visualize 2045 - 2035 completion: Chapter 30 Rank #18 of 38 statewide.*
3. **Planning/Design Funding – MD 194: MD 26 to Devilbiss Bridge Road.** This project proposes the widening from a 2-lane to a 4-lane divided urban boulevard, addressing both capacity and safety issues. Right-of-ways have been acquired for the majority of the project. The priority first phase for construction is from MD 26 to Walkersville High School. The District 7 office is advancing design to widen MD 194 from MD 26 to Stauffer Road to alleviate northbound evening traffic issues, as an interim project, which will reduce the overall cost of this project. *MDOT/Visualize 2045 - 2035 completion: Chapter 30 Rank #11 of 38 statewide.*
4. **Planning/Design Funding – MD 85 Phase II & III: Guilford Drive to south of Ballenger Creek (stream).** This project proposes improvements to widen/reconstruct a 4-6-lane divided roadway, including bicycle and pedestrian improvements, along one of our primary business corridors containing the Francis Scott Key Mall and the Monocacy National Battlefield (approximately 100,000 tourists annually). The South Frederick Corridor Plan includes a focus on multimodal transportation alternatives in the MD 85 corridor. The proposed improvements will support corridor redevelopment opportunities and improved motorist safety in this area. Phase I was completed in the Fall of 2022. *MDOT/Visualize 2045 - 2035 completion: Chapter 30 Rank #18 of 38 statewide.*
5. **Preliminary Planning Funding – US 15: MD 464 to US 340.** A menu of options to address safety and operation in the corridor which may include: Widen from a 2-lane to a 4-lane divided expressway south of the US 340/15 split; and/or grade-separated interchanges at MD 464 and Mountville Road, as well as a new ramp from eastbound US 340 to southbound US 15. *The County will contribute funding towards the advancement of the preliminary planning study.*

TRANSIT – LOCALLY OPERATED TRANSIT SERVICE

Sustained financial support from MDOT is critical to providing accessible and reliable transit service in the County. As the County continues to grow, more and more of our residents are falling into the Asset Limited,

Income Constrained, Employed (ALICE) categorization and the proposed cuts for local transit will be catastrophic to ALICE households, people with disabilities, rural residents, and older adults who rely on essential transportation. For an administration seeking to further climate and equity goals, it is crucial that local transit funding remain fully funded. Priorities for local transit include:

Transit Plus. As the County experiences rapidly escalating demands to specialized paratransit, additional funding will be critical to adequately meet the demand for this necessary and vital service. The County requests an increase in annual operating funding and one-time capital funding for the expansion of paratransit service to meet growing demand in Frederick County.

Enhanced Urban and Rural Service. Access to reliable transportation continues to be a challenge for many County residents, including older adults, people with disabilities, and low-income or ALICE households. In both the urbanized and rural areas, the dire need cannot be understated and especially in the rural areas of the County, the current level of service is inadequate to meet demand. The County requests an increase in annual operating funding, and one-time capital funding, to expand services by providing 30-minute service frequencies from start of service to 6 p.m., expand Saturday service hours, and implement Sunday service.

MDOT MTA – COMMUTER BUS AND MARC TRAIN

The MARC system operated by the Maryland Transit Administration (MTA) is a critical link from the County to Montgomery County and Washington, D.C. The system could provide even greater benefit through strategic service enhancements, including midday and off-peak service, that better align with novel commuting patterns in the post-pandemic world. The County is appreciative of the FY 25 funding establishing a midday pilot program and would also like to highlight the need for weekend services that will more effectively support tourism opportunities. In the short-term, we recognize that commuter bus service is best equipped to immediately improve connections between the County and the Washington, D.C. region, and are heartened by the ongoing commuter bus service analysis conducted by MTA.

To bolster the effectiveness of our local transit as well as regional options, The City of Frederick and the County are requesting Transit Oriented Development (TOD) designation for Frederick MARC and Monocacy MARC, building off existing and planned transportation connectivity, the first ready to begin implementation and the second in the planning stage:

Frederick MARC Station. This is The City of Frederick's prime TOD site and is ready to move forward with MDOT Office of Real Estate and Economic Development (ORED) for joint development since the site has up to date zoning and several underutilized parcels.

Monocacy MARC Station. Serving commuter rail and bus, as well as local transit bus, this station has 814 parking spaces and is serviced weekdays by six MARC trains, 40 commuter buses, and several more local transit buses. The South Frederick Corridor Plan (small area plan) is actively under development and will involve the MDOT ORED and MDOT MTA staff in the planning process, as we expect that the TOD would be the major centerpiece of this planning area.

BIKEWAYS AND SIDEWALKS

The County would like to stress a strong desire for Maryland to increase funding for bikeways and trails to help increase multimodal opportunities throughout the state, and specifically at the local level. These routes will become essential to reduce vehicular dependence, promote recreational opportunities, and increase connectivity between communities and points of interest. The County is very appreciative of the recent

grant awards via the Bikeways Program and Transportation Alternatives Program for the New Design Road Sidepath and Frederick and Pennsylvania Line Railroad Trail. We are appreciative of the District 7 support for the Libertytown sidewalk project and ask for continued assistance as it moves forward in design. Initial design funding for the Libertytown sidewalk project has been exhausted and we ask that full design funds be allocated in FY25. In addition, the County continues to develop and enhance our public transportation options for residents and employers in alignment with the Statewide Transit Plan (STP) as well as the Maryland Transportation Plan (MTP).

MD 75 CORRIDOR PARTNERSHIP OPPORTUNITY

The County is actively collaborating with the MDOT Office of Planning and District 7 office to conduct a planning study of the MD 75 Corridor from New Market to MD 355 with an anticipated completion of Spring 2024. This planning study is reviewing and assessing safety and operational improvements for the MD 75 corridor, as they relate to roadway safety, intersection design, visibility, and pedestrian and bicycle safety. The County expects further collaboration, upon completion of the planning study, to advance several important improvements:

1. Relocation of MD 75 south of MD 80 to eliminate the dog leg section. This project is essential to improve the safety, operational, and capacity of the intersection and the adjacent roadways. This improvement will facilitate a network that supports regional development of essential County services including a new 2,000 seat high school, as well as several other potential services such as a 750-seat elementary school, fire station, sheriff's office, or bus depot.
2. Relocation, or modification to, MD 75 south of Baldwin Road over the CSX railroad, to resolve the issue with the height restricted bridge.
3. Roadway Safety Improvements. As identified in the planning study, the County supports the implementation of roadway safety improvements along the entire corridor as identified in the study.

The County will contribute funding towards design and construction directed at mitigating these safety issues, with potential to support future funding agreement(s) for design/construction improvements directed at mitigating these safety issues.

REGIONAL TRANSIT NETWORK

The County was encouraged to see the MDOT SHA announcement regarding the American Legion Bridge plus I-270 environmental review of Phase I North and the associated public outreach meetings. The County supports a corridor plan that includes median widening and multiple rapid transit components. We appreciate the consensus around the need to further focus on improvements for the northern segment of I-270 and look forward to engaging in the I-270 North Study in 2024. The County does not support a reversible lane alternative, as it fails to provide the necessary capacity in the northbound direction restricting growth potential in our County, unless the necessary multimodal alternatives alleviating the morning northbound capacity issues are incorporated into the project. This project is a once in a generation opportunity to enhance connectivity between the County and the Washington, D.C. metropolitan area to a level not yet achieved. We ask that you move expeditiously to advance the funding for specific local transit projects and the expected local transit benefits.

We thank you again for your continued partnership in meeting the needs of Maryland residents and businesses in the County. If you have questions about our priorities, please contact Mr. Mark Mishler, Division of Planning and Permitting, at 301-600-6742 or mmishler@frederickcountymd.gov.

Mr. Paul J. Wiedefeld, Secretary
March 4, 2024

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Sincerely,

FREDERICK COUNTY GOVERNMENT
FREDERICK COUNTY, MARYLAND

MARYLAND STATE DELEGATION OF
FREDERICK COUNTY, MARYLAND



Jessica Fitzwater, County Executive



Jesse T. Pippy, Chair

Attachment: Frederick County 2024 Annual Transportation Needs and Priorities Review

cc: Frederick County Delegation
Frederick County Council
The Honorable Michael C. O'Connor, Mayor, The City of Frederick
John K. Peterson, Chief Administrative Officer, Office of the County Executive
Chelsea Kadish, Chief of Staff, Office of the County Executive
Deborah A. Carpenter, AICP, Director, Frederick County Division of Planning and Permitting
Mark Mishler, Transportation Eng. Supvr., Frederick County Division of Planning and Permitting
Jason Stitt, Director, Frederick County Division of Public Works
Roman Steichen, Director, Frederick County Division of Transit Services

2024 Frederick County

Annual Transportation and Priorities Review



Prepared by
Frederick County Division of Planning & Permitting

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- #2 – MDOT SHA Highway Needs Inventory (HNI)
- #3 – MDOT Chapter 30 Scoring

Introduction

The Transportation Priorities Review (TPR) is conducted annually to review needs, establish priorities, and gauge progress of transportation facilities throughout Frederick County (“County”). A focus of the TPR process is to highlight the multi-modal components of the County’s transportation network and to identify specific priorities for the Maryland Department of Transportation’s (MDOT) Consolidated Transportation Program (CTP) and the County’s Capital Improvement Program (CIP).

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

- State and County highway projects
- Local and regional transit service
- Bicycle/pedestrian projects
- The Frederick Municipal Airport

Transportation planning staff also coordinates with individual MDOT and County agencies as appropriate to review opportunities for consistency in project priorities. The priority listings are then considered in the County’s CIP and the Priority Letter transmitted to the Maryland Department of Transportation (MDOT) by April 1. The most recent (2023) MDOT priority letter is attached as Attachment #1.

Roads

Current Status, Funding, and Needs

All roads are in highway rights of way and are either owned/maintained by the Maryland Department of Transportation State Highway Administration (MDOT SHA) or the County. Occasionally they are MDOT SHA owned and County maintained (e.g. Lander Road, parts of Elmer Derr Road, etc.).

MDOT:

There are a number of status levels for road improvements at the state level. These include:

- Highway Needs Inventory (HNI) – An unfunded inventory of need by service and/or safety, similar to a County master plan of roads, representing a long range build out of the system; in order for project planning (NEPA) studies to commence, a project must be listed in this inventory (Appendix #2)
- Vision 2045 (Constrained Long-Range Plan) – A product of the Metropolitan Washington Council of Governments National Capital Region Transportation Planning Board, listing road improvements, costs and completion dates for which funding can reasonably be assumed over the next 25 years. The 2050 plan is actively being advanced.
- Consolidated Transportation Program (CTP) – Road improvements currently funded for planning, design, land acquisition and/or construction; broken down into three categories: Development and Evaluation (no construction funding), Construction, and System Preservation - smaller projects with minimal or no impacts beyond the rights of way
- Chapter 30 Scoring – A list of pending projects for CTP inclusion or advancement, determined as a matter of technically scored criteria by MDOT, as required by legislation (Appendix #3)

The HNI is typically updated triennially but there were no new additions from the County during the most recent revision. The anticipated update in next revision may include:

- Future MD 80: From MD 85 to New Design Road – New Construction: There is a Developer obligation to construct a segment of MD 80 (as identified on the Comprehensive Plan) from New Design Road to Ballenger Creek Pike/Mountville Road intersection. This improvement makes the construction of this middle segment an upcoming need on the HNI.

The financially constrained long-range plan for the Metropolitan Washington region, now called Visualize 2045, was adopted by the Transportation Planning Board in 2018. The plan, which is formalized every four years, but can be amended at any time, only includes projects that state and local governments can reasonably fund over the next 25 years and lays the groundwork for mandated air quality modeling. Specific MDOT projects located in the City of Frederick (“City”) and County are listed on the next page:

Facility	From	To	Improvement	Year	Notes
I-270 Traffic Relief Plan	I-495	I-70/US 40	Construct	2030	Managed lanes and multimodal transit
I-70	Mt. Phillip Road	West of I-270	Widen	2035	Add one lane in each direction or reduce scope (one lane WB)
MD 194	MD 26	Devilbiss Bridge Road	Widen	2030	Design from MD 26 to Stauffer started
US 15	I-70	MD 26	Widen	2030	Add one lane in each direction
MD 85 Phase 3	English Muffin Way	Crestwood Boulevard/ Shockley Drive	Widen	2035	Add two lanes
MD 85 Phase 2	Spectrum Drive	Guilford Drive	Widen	2035	Add two lanes

Major local road improvements that add capacity are also included in the financially constrained element for completion by 2045. These include the completion of Christopher’s Crossing/Monocacy Boulevard, Ballenger Creek Pike (north of Ballenger Creek), and the connection of Spectrum and Shockley Drives over I-270.

As part of the Maryland Open Transportation Investment Decision Act, the statewide Chapter 30 project score updates were released recently by MDOT (Appendix #4). Thirty-eight (38) major projects (construction cost over \$5 million) were scored and ranked 1 to 38, and those located in Frederick County are as follows:

- **MD 194: MD 26 to Devilbiss Bridge Road** – Score 38.35; **Rank #11**
 - Good score attributable to cost/effectiveness and minimal impacts. This project is supported by the Town of Walkersville.
- **MD 85 (Guilford Dr. to south of Ballenger Creek)** – Score 31.07; **Rank #12**
 - Good score attributable to cost/effectiveness and minimal impacts
- **I-70: I-270 to Mt. Philip Road** – Score 18.58; **Rank #18**
 - Lowering project costs would improve score
 - County to petition MDOT SHA to reduce scope of improvement to improving only the westbound widening, thus significantly lowering the cost
 - Priority freight movement
- **US 15: I-70 to MD 26** – Funded for full design and construction in the FY23-FY28 CTP and in the FY24-FY29 Draft CTP - this will not be submitted as a Chapter 30 application

Priorities

MDOT:

For the state highways, priorities are identified and grouped within several categories:

- Preliminary Planning - pre-project planning to determine if a project is feasible to move into a project planning phase or to perform sufficient analysis in order to qualify for Chapter 30 inclusion.
- Project Planning – eligible projects must be included in the SHA Highway Needs Inventory (HNI). The current version was updated in 2020 and typically is updated triennially.
- Final Design – next phase for projects that have completed project planning
- Construction – final phase once design is complete
- System Preservation – includes smaller scale projects that could be addressed through the SHA District Offices and would not require a full project planning process.

Preliminary Planning

1. Libertytown Connector Road

Proposed 2-lane roadway to connect MD 550 and MD 75 on the north side of Libertytown to reduce the amount of truck and automobile traffic on MD 26 through town.

2. Old National Pike at MD 75

Proposed double left turn lane on eastbound Old National Pike onto southbound MD 75. There are queuing and operational issues at this location. The County has several escrow accounts in the area and would like to investigate the possibility of advancing this project through the district office with expected financial contributions from the Town of New Market and County .

Planning and Design

1. MD 75 Corridor: South of New Market

The County is actively collaborating with the MDOT Office of Planning and District 7 Office to conduct a planning study of the MD 75 Corridor from New Market to MD 355 with an anticipated completion of Spring 2024. This planning study is reviewing and assessing safety and operational improvements for the MD 75 corridor, as they relate to roadway safety, intersection design, visibility, and pedestrian and bicycle safety. The County expects further collaboration, upon completion of the planning study, to advance several important improvements:

- Relocation of MD 75 South of MD 80 to eliminate the dog leg section. This project is essential to improve the safety, operational and capacity of the intersection and the adjacent roadways. This improvement will facilitate a network that supports the development of essential County services consisting of a new 2,000 seat high school, 750 seat elementary school, fire station, sheriff's office, and bus depot.
- Relocation, or modification to, MD 75 South of Baldwin Road over the CSX railroad, to resolve the issue with the height restricted bridge.
- Roadway Safety Improvements. As identified in the planning study, the County supports the implementation of roadway safety improvements along the entire corridor as identified in the study.

The County will contribute funding towards design and construction directed at mitigating these safety issues. potential to support future funding agreement(s) for design/construction improvements directed at mitigating these safety issues.

2. MD 194: MD 26 to Devilbiss Bridge Road

Widen from a 2-lane to a 4-lane divided urban boulevard, addressing both capacity and safety issues. Right-of-way has essentially been acquired for the majority of the project. The priority first phase of construction would be between MD 26 and Walkersville High School; after which the traffic volume dissipates. MDOT SHA District 7 Office have proceeded with design of a portion of this project and are working on the design to widen from MD 26 to Stauffer Road.

3. MD 75 (Hyattstown Bypass): I-270 to Lewisdale Road

Relocate Green Valley Road as a 2- to 4-lane road due east to intersect with a new interchange with I-270 in the vicinity of Doctor Perry Road. This improvement was part of the US 15/I270 Multimodal Study until the entire project was shelved in favor of the I-270/495 Managed Lane Study (P3) project, which does not contemplate improvements to side streets.

4. MD 180, Jefferson Pike, and Ballenger Creek Pike: I-70 Bridge to Greenfield Drive

Focus on improving capacity and operations along a 2.7 mile road corridor. Several infrastructure projects have been designed and constructed leaving a 0.9 mile unimproved section which was included in the original planning study. The County has a desire to see the corridor improvements completed as the area has seen rapid growth consisting of biomedical testing and research, warehouse and logistics, business park uses, and residential homes. Anticipated improvements would focus on widening to improve capacity/operations and provide bicycle and pedestrian accommodations.

Final Design and Construction

1. MD 85 Phase II: Spectrum Drive to Guilford Drive

Widen to 6-lane divided roadway with pedestrian, bicycle and streetscape improvements. Project Status: Project planning has been completed in 2002.

2. MD 85 Phase III: Executive Way to South of Ballenger Creek

Widen/reconstruct to a 4-lane roadway, partially divided, with a new bridge over Ballenger Creek. Project Status: Project planning has been completed in 2002; project limits modified from original planning study because of developer/county improvements between Crestwood Boulevard and Executive Way, and English Muffin Way and McKinney Circle.

3. I-70 Phase 4: I-270 to Mt. Phillip Road

Widening from 2 lanes to 3 lanes westbound, between the I-270 on-ramp and the beginning of the truck climbing lane near Mt. Phillip Road. This is a priority freight movement project in the Maryland State Freight Plan and MWCOG Freight Priorities List. This project would improve safety at the merge of I-270 and I-70 west and address congestion. This project is an optimal candidate for the federal infrastructure bill as it promotes economic activity and would complete the final leg of construction. Project Status: This is the fourth and final phase of the I-70 project from Patrick Street to Mt. Phillip Road and has been significantly reduced in scope to eliminate the unnecessary eastbound lane and bridge reconstruction over MD 180.

4. US 15: I-70 to MD 26

Widen from 4 lanes to 6 lanes. This cost-effective improvement would eliminate the only segment within the US 15/I-270 Multimodal Study area that is over capacity in both directions and in both peaks, and improve access to jobs in the region, including the County's top employer – Fort Detrick. Noise barriers will also be considered where warranted.

Project Status: This project is currently fully funded in the project planning and design phases which will progress to 100% design and fully funded for construction in the Draft FY24-29 CTP. Both the City and County have indicated support for Alternate 4, which adds a lane on the inside median, and MDOT SHA concurs.

System Preservation

1. **US 340/MD17 and MD 180/MD340: Ramp Extensions**
Provide safer merging acceleration lanes from MD 17 and MD 180 to both eastbound and westbound US 340, as well as lengthening the northbound US 15 to eastbound US 340 acceleration lane. (Fund 30). These projects are coordinated directly with the SHA District office and would not go through the full project planning process. These two projects have been combined under one MDOT SHA project and are fully funded for design.
2. **US 15 J-Turns: MD 550 to Roddy Road and Angleberger/Auburn Road**
Continued design and construction funding for US 15 J-Turns. J-turns have proven to be a safer alternative to a traditional roadway intersection on a four-lane highway because they eliminate or greatly reduce right-angle crashes, the crash type most responsible for fatalities and serious injuries at intersections. To address the high rate of fatal crashes, significant progress has been made and continues to be made in closing every median on US 15 north of Fredrick to the PA Line beginning with the areas that have the highest crash rates. The County is appreciative of past efforts and requests continued funding for design and construction of these improvements. The County would also like to request the addition of bicycle cut-throughs at these J-Turns to enhance bicyclist safety (Fund 76). This project is fully funded for design.
3. **MD 355: Monocacy National Battlefield**
Implement priority improvements as recommended in the May 2019, MD 355 Traffic and Pedestrian Safety Context Sensitive Solutions Assessment, by FHWA and the NPS.
4. **MD 355/Dr. Perry Road/Big Woods Road Intersection:**
Add traffic signal and left turn lanes on MD 355 to improve safety (developer conditioned to fund signal). The project is fully funded for design and anticipated to be ready for construction by the end of 2024.
5. **Emmitsburg Ridesharing Facility:**
Coordination with a new development to complete access improvements on MD 140 for the necessary park and ride entrance. Provide and promote ridesharing capabilities along with electric charging abilities. This project is nearing construction.
6. **MD 17 (Burkittsville Rd) Bridge, MD 75 (Green Valley Road) Bridge over I-70 and US 15 NB Bridge over MD 77**
The previous bridges outlived their service life and are all in the construction phases of the project. All projects are expected to be completed in 2024.

System Preservation – Recently Completed

1. **US 15 at Mt. Zion Road/Elmer Derr Road Ridesharing Facility:**

Recently completed the expansion of the existing facility by moving it diagonally across from the eastern lot. The upgraded facility has an additional 154 parking spaces with room for future expansion.

2. **MD 355 Bridge over Bennett Creek:**

The previous bridge outlived its service life and needed to be replaced. The new bridge replaced the 1924 structure is more than three feet higher to enable greater water flow underneath, which will reduce the frequency of flooding. It is also located approximately 150 feet north of the existing structure. In addition to the bridge replacement, MDOT SHA stabilized 2,300 feet of Bennett Creek to prevent erosion and reduce roadway flooding.

Support for the City of Frederick Projects

Full Design and Construction Funding – US 15: I-70 to MD 26: This cost-effective improvement would improve safety and improve access to jobs in the region, including the County’s top employer – Fort Detrick. We are happy to hear from the project manager that this is fully funded and that the design of how on/off ramps interface with surface streets will be examined and improved as part of this project. • Modifications to I-70 westbound Exit Ramp 56 serving Bowmans Farm Road: This improvement would shift the existing I-70 westbound off-ramp approximately 1,000 feet to the east and add a new I-70 westbound on-ramp, with both ramps connecting to a realigned Bowmans Farm Rd at Airport Drive. This proposed project would improve capacity and safe access to public and private land/uses in East Frederick including those located along Bowmans Farm Road and Airport Drive East. In addition, this improvement will generate economic impact for the City and State in terms of jobs and tax base. • Biggs Ford Road Interchange: The Biggs Ford Road interchange will accommodate future growth in the area and improve traffic safety by eliminating an at-grade crossing of US 15, providing for a more redundant and safer east-west traffic system. • Mount Philip Road Interchange: The proposed interchange at Mount Philip Road will serve as a primary connector for accessing Christopher’s Crossing from I-70 from the west side of the City. This will reduce traffic demand on US 40 west of Waverly Drive and reduce turning movements at the intersection of Christopher’s Crossing and US 40, allowing for a smaller and more pedestrian-friendly intersection at that location.

Local Transit

Existing Status, Funding, and Needs

Transit Services continues operate from the recently expanded and renovated Transit Services' administrative offices and vehicle maintenance facilities that was completed in 2022. Transit values the partnership with MDOT that provides for ongoing capital and operating support of Transit Services of Frederick County. Sustained financial support from MDOT is critical to providing accessible and reliable transit service in Frederick County, and Transit looks forward to the revised LOTS suballocation methodology as proposed.

- Frederick County continues to develop and enhance our public transportation options for residents and employers in alignment with the Statewide Transit Plan (STP) as well as the Maryland Transportation Plan (MTP).

An updated Transit Development Plan (TDP) was approved in 2022, providing critical updates to the 2015 TDP. The updated TDP outlines administrative, financial, capital, and operational needs and improvements to the Frederick County Transit, which include the following:

- **Connector Service** – nine (9) fixed routes primarily within the urbanized areas of the City of Frederick and Walkersville.
- **Shuttle Service** – three (3) separate urban area shuttles serving the MD 85 corridor, the East County corridor to Spring Ridge, and the North Frederick area. Two (2) rural shuttles serve Emmitsburg-Thurmont and Brunswick-Jefferson on a limited schedule, with trips operating in the morning and afternoon.
- **Meet-the-MARC Shuttle** – operates a commuter service from Frederick to the Point of Rocks MARC station and from Walkersville to the Frederick MARC station.
- **Transit Plus** – operates countywide paratransit service offering door to door transport.

The minimum goal every year is to maintain existing service levels.

Project success is a function of success in obtaining state/federal funding. Project and funding needs are as follows:

Transit Plus. As Frederick County experiences rapidly escalating demands to specialized paratransit, additional funding will be critical to adequately meet the demand for this necessary and vital service. The County requests an increase in annual operating funding and one-time capital funding for the expansion of paratransit service to meet growing demand in Frederick County. To meet these demands, additional operating funding above current expenses is requested: Year 1 requires operating funding for an additional driver and vehicle operating expenses (\$80,000) and a capital expense of \$115,000 for a wheelchair accessible vehicle (WAV), and in subsequent years continued operating expenses (\$80,000 annually).

Enhanced Urban and Rural Service. Access to reliable transportation continues to be a challenge for many County residents, including older adults, people with disabilities, and low-income or Asset Limited, Income Constrained, Employed (ALICE) households. In both the urbanized and rural areas, the dire need cannot be understated and especially in the rural areas of the County, the current level of service is inadequate to meet demand. The County requests an increase in annual operating funding, and one-time capital funding, to expand services by providing 30-minute service frequencies from start of service to 6 p.m., expand Saturday service hours, and implement Sunday service. To meet these demands and modernize service, it would require additional operating funding, above current, of \$2,680,000 annually. The expanded service would also require a one-

time capital expense of \$4,200,000 for the purchase of seven (7) buses. This expansion of service would result in the need for one (1) additional dispatcher (\$70,000 annually).

Priorities

In the next year, Transit Services of Frederick County has the following priorities:

1. **Increase Ridership:** Improve customer experience by adding amenities where appropriate
2. **Improve Efficiency and Reliability of Transit:** Review and revise bus routes to better address current needs and plan for service growth
3. **Taxi Access Program:** Increased growth in providers needed to meet demands
4. **New Buses and Bus Shelters:** Add electric buses and bus shelters as funding allows

Regional Transit

Existing Status, Funding, and Needs

The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) Commuter Bus and MARC Commuter Rail services are meant to complement each other. They each serve distinct ridership's and provide significant flexibility for Frederick commuters by allowing them to use either service, sometimes on the same day.

Commuter Bus

In the short-term, commuter bus is best equipped to improve service between Frederick and the Washington, D.C. region. This will be even more impactful when the additional lanes are added to I-270 and commuter bus will be able to travel at posted speed during peak periods of traffic.

- #515 Line Commuter Bus Service: Add peak reverse flow (back haul) and off-peak service to provide a critical intercity transit link between downtown Frederick and Washington, DC. This will better accommodate travel patterns that have emerged in the post-COVID world.
- Additional Intercity Bus Service: Add bidirectional, on- and off-peak Frederick-Baltimore intercity bus service to provide a critical transit link between the two largest cities in Maryland.
- I-270 Corridor Commuter Bus Service Enhancements: In anticipation of significant growth in commuter bus demand with the opening of the I-270 Electronic Toll Lanes (ETLs), study the need for expanded park and ride

MARC Train

The MARC system operated by MTA is a critical link from Frederick to Montgomery County and Washington D.C. The system could provide even greater benefit through strategic service enhancements, including midday and off-peak service, that better align with novel commuting patterns in the post-pandemic world. In the short-term, we recognize that commuter bus service is best equipped to immediately improve connections between Frederick and the Washington, D.C. region, and are heartened by the ongoing commuter bus service analysis conducted by MTA.

To bolster the effectiveness of our local transit as well as regional options, The City of Frederick and Frederick County are requesting Transit Oriented Development (TOD) designation for Frederick MARC and Monocacy MARC, building off of existing and planned transportation connectivity, the first ready to begin implementation and the second in the planning stage:

Additionally, the City of Frederick and Frederick County are requesting Transit Oriented Development (TOD) designation for two MARC Stations, the first ready to begin implementation and the second in the planning stage in addition to the implementation of the MARC Cornerstone Plan and Point of Rocks improvements.

1. **Frederick MARC Station.** This is the City of Frederick’s prime TOD site and is ready to move forward with MDOT ORED for joint development. The site has up-to-date zoning and several underutilized parcels.
2. **Monocacy MARC Station.** Serving both commuter rail and bus, as well as local transit buses, this station has 814 parking spaces and is served weekdays by six MARC trains, 40 commuter buses, and several more local Transit buses. A corridor (small area) study is underway in this area and we will involve the MDOT ORED and MDOT MTA staff in the planning process, as we expect that the TOD would be the major centerpiece of this planning area.
3. **Implement MARC Cornerstone Plan.** The County requests for the strategic expansion (as identified in the 2019 plan) of parking, track, yards, maintenance facilities, and systems to accommodate additional peak direction, off and reverse peak and weekend service, as well as longer trains. The identified improvements to the Brunswick Line and those critical for weekend and increased frequency service to Frederick are essential to improve safety, efficiency, and reliability in the system.
4. **Point of Rocks Platform**
The County continues to identify improvements that provide transportation alternatives for MARC riders that would be appropriate and benefit the overall system.

Bicycle & Pedestrian Facilities

Existing Status, Funding, and Needs

This element addresses priorities for a network of off-street shared use paths, on-street bikeways, and pedestrian sidewalk 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 have many benefits, including reduced reliance on automobiles, better health for users, and a greater quality of life for the community. The adoption of the Complete Streets policy will support the needs of bicycle and pedestrians as new road infrastructure projects are planned, designed and constructed.

The County's Bikeways and Trails Plan was revised and approved in July 2018. It identifies the purpose and need for enhancing non-motorized travel, lists several potential projects and a number of implementation action items that need to be performed. Chapter 5 of the 2018 Bikeways and Trails Plan contains the following action items for off-street trails that can be expected to take place over the next few years:

- Revise the County's Street and Roads Design Manual (grant awarded, will begin in 2024)
- Update the County's Trail Design Standards and Planning Guidelines (will be included in the design manual, 2024)
- Develop a priority for identifying multi-use trail and sidewalk priorities (completed)
- Accelerate the implementation of sidewalk bikeway and trail projects along with the establishment of a Complete Streets Policy (completed)
- Perform preliminary planning on the Main Street Connector Trails/Bikeways between the City of Frederick and Thurmont, Middletown and Brunswick (completed)
- Perform short annual assessments measuring progress in attaining goals
- Establish an ongoing Pedestrian and Bicycle Retrofit CIP line item (completed)
- Establish a bike/pedestrian coordinator position (completed)
- Form a Bicycle & Pedestrian Advisory Committee (completed)
- Maintain a partnership with Frederick County Public Schools to improve safe pedestrian routes to school (completed)

The promotion of the Safe System (otherwise known as Vision Zero, Towards Zero or Sustainable Safety) views human life and health as paramount to all else and should be the first and foremost consideration when designing a road network.

- People make mistakes which can lead to crashes; however, no one should die or be seriously injured on the road as a result of these mistakes.
- The human body has a limited physical ability to tolerate crash forces – any impact greater than 30km/h increases the risk of dying significantly.
- Road safety is a shared responsibility amongst everyone, including those that design, build, operate and use the road system.
- All parts of the road system must be strengthened in combination to multiply the protective effects and if one part fails, the others will still protect people.

The Frederick County Bicycle and Pedestrian Advisory Commission (BPAC) was established by the County Council on June 6, 2023 to replace the existing ad-hoc Bicycle and Pedestrian Advisory Committee. By codifying this body as a standing commission, the County can ensure that it has the resources needed to meet its mission.

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 planned resurfacing or remarking of county highways on designated bikeways.

The County continues to make an effort to become more proactive with regard to improving pedestrian facilities in the County and seeks to support improvements to pedestrian facilities in an efficient and coordinated manner. These improvements include constructing sidewalks, improving crosswalks/intersections, and signage. 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. These improvements may be funded through a number of state/federal programs listed above. Completing missing links, establishing Safe Routes to Schools program, and coordination with local, state, and regional efforts are a consideration in identifying funding priorities.

Priorities

Off-Street Shared Use Paths

A prioritization process for the purpose of establishing short and long term priorities for trail construction has been prepared and presented to the Bicycle & Pedestrian Advisory Committee. The following off-street shared use paths, in order of priority, have been selected by the Committee for the next trail projects as the construction of the Ballenger Creek Trail is completed:

1. **Frederick & Pennsylvania Railroad Trail** – this would be an extension of the City’s East Street Rail/Trail from Monocacy Boulevard to the Heritage Farm Park (4 miles). This is a rail with trail project as the track is still being used by the Walkersville Southern Railroad. Coordination is needed between The City of Frederick, Town of Walkersville, Maryland Transit Administration, and the Walkersville Southern Railroad. P

Phase I - from Monocacy Boulevard to Fountain Rock Park, ultimately extending to Woodsboro. The County received a \$5.1 million construction grant from the Transportation Alternatives Program and anticipates breaking ground in the Fall of 2023. The County is currently working through the final design phases and coordinating with MTA on the railbanking agreements.

Phase 2 and 3 – from Fountain Rock Park to Heritage Park. The County received a Kim Lamphier Bikeways Network Program Grant for \$360,000 to design these two phases of the project.

Phase 4 – from Heritage Park to Glade Road (north). The County received a federal \$280,000 Community Project Funding Grant to design this phase of the project.

2. **New Design Road Side Path** – C & O Canal Towpath to English Muffin Way. This significant project would connect the City of Frederick with the C & O Towpath and then west to Point of Rocks and Brunswick.

Phase 1 - From Manor Woods Road and English Muffin Way. The County received a Transportation Alternatives Program (TAP) grant for \$500,000 to complete the design of Phase I from Manor Woods Road to English Muffin Way.

Phase 2 – From Manor Woods Road to Greenfield Road. The County received a \$480,000 TAP grant for \$480,000 to complete the design of Phase 2.

3. **H&F Trolley Trail Phase 3** – Moser Road to Catoclin Furnace (2.7 miles). This will be coordinated with the Town of Thurmont. Part of the Grand History Trail.
4. **Frederick Scenic Trail Phase 1** – Along the west side of the Monocacy River from Tuscarora Creek to Carroll Creek (4.3 miles). Portions of this trail are existing. The County would be responsible for a short gap (0.6 miles) within the Waterside development where a path exists but would need to be reconstructed to meet current trail design standards. There are unbuilt portions of this trail within the City of Frederick that would need to be constructed to provide a continuous section from Worman’s Mill to the City’s Riverside Center Park at Monocacy Boulevard.
5. **Mount St. Mary’s University/Emmitsburg Trail/Thurmont Connection** – Off-road trail from Annandale Road to Emmitsburg Community Park (1.3 miles) for the purpose of accommodating pedestrian and bike demand on a safe route for college students and residents of the community. *Approval of one large property owner is the current showstopper preventing this project from moving forward.*
6. Feasibility Studies are underway for five potential trail connections shown on the 2018 Bike and Trails Plans:
 - Mount St. Mary’s to Emmitsburg and Mount St Mary’s to Thurmont
 - Middletown to Myersville (with a Gambrill State Park connection)
 - Frederick to Urbana District Park
 - Frederick to New Market to Mt. Airy
 - Thurmont to Woodsboro

Pedestrian Facilities

Improving pedestrian and bicycle safety and creating a safe and attractive walking environment in our key growth areas are a key component of our transportation system and in critical need of state support. Priorities for pedestrian facility enhancements include pedestrian safety implementation on State Highways (Design and Construction). We request that the State increase funding to address sidewalk gaps, crosswalk conditions, trail crossings, bus shelter pad placements, and other issues in support of the County’s identified sidewalk segments and missing links. Many of our highest-need locations are on State highways.

- The County has established and is actively utilizing a CIP fund focused at constructing missing links and repairing non-compliant ADA sidewalks and will be working in the Carroll Manor, White Rock, and Braddock Heights subdivisions.
- Libertytown Sidewalk Feasibility Study from Town Park, School and portions of MD 75 – MDOT SHA completed a study to assess sidewalk connections through this area. Findings were released in 2022 and the project has been funded for 30% design to assess the best alternatives and identify stormwater mitigation concepts. Additional funding is needed to continue design through the district office.
- Old National Pike and MD 75 – The Town of New Market would like to investigate the feasibility of the installation of pedestrian facilities at and along the intersection. The roads are under the jurisdiction of the County and MDOT SHA.

On-Street Bikeways

The 2018 Bikeways and Trails Plan identifies a number of potential on-street bicycle facilities. These would focus on connecting residential and employment centers and safe access to schools. The following projects are a list of projects either existing, under construction or expected to be implemented in the near future:

- New Design Road from English Muffin Way to Crestwood Boulevard – a portion of this will have pavement markings completed as part of the roadway resurfacing anticipated to occur in 2022. The County is receiving Transportation Land Use Connection technical assistance to evaluate design options for the section from Crestwood Boulevard to the Frederick City line, including the bridge crossings over I-70 and I-270. This project
- Gas House Pike from Frederick City limit to Boyers Mill Road – upgrade, widen and improvement to the roadway which will include a combination of on-street bikeway signage for shared lanes along with established shoulders for bicyclists.
- Bicycles May use Full Lane Signage – Public service announcement regarding the new installation of BMUFL signage on a number of County roadways. As new candidate roads are identified the appropriate signage will continue to be installed.

Frederick Municipal Airport (City of Frederick)

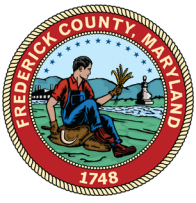
Existing Status, Funding, and Needs

A Master Plan Study for the Frederick Municipal Airport has been completed. This study provides a guide for short- and long-term improvements to the airport. For projects/improvements that are eligible for Federal Aviation Administration (FAA) funding, the split is 90% federal, 5% state (MAA), 2.5% Frederick County, and the 2.5% City (Airport Sponsor). The state also offers a 25% local / 75% state “Special Grant” e.g., Snow Removal Equipment Building, as the Snow Removal Equipment purchase.

Priorities

The City has identified the following improvement project priorities:

1. A pavement condition study will be conducted to evaluate and index all airport runways, taxiways, and aprons. This study will guide the priorities for long term pavement maintenance and rehabilitation
2. Fully enclosing the airport perimeter is a priority for security and wildlife purposes. The airport is planning to complete the last 3,500 feet of perimeter fence utilizing grant funds.
3. South corporate apron expansion: This project will expand the apron to the south creating opportunities to build new corporate hangers and add businesses to the airport. Grant funding will be used to construct the apron, private development will construct the corporate hangars, and local funding will be used to construct the commercial driveway and parking lot.
4. Demand for aviation continues to grow as a shortage of commercial aircraft hangars for aviation businesses continues. Companies that utilize aircraft to conduct business and support aviation users are restricted in their growth due to a limited number of new starts to build commercial hangars. Expanded support for capital projects and a program specifically targeting commercial hangar development would directly remove the restrictions on airport-related commerce.



FREDERICK COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

Jessica Fitzwater
County Executive

Lori L. Depies, CPA
Acting Chief Administrative Officer

March 14, 2023

Mr. Paul J. Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: 2023 Frederick County Transportation Priorities

Dear Secretary Wiedefeld:

On behalf of Frederick County, we are writing to share the County's transportation priorities for consideration in the development of the Maryland Department of Transportation (MDOT) FY 2024-FY 2029 Maryland Consolidated Transportation Program (CTP).

As a thriving community in central Maryland, Frederick County continues to seek investments in our transportation network that meet the rapidly diversifying needs of our residents, municipalities, businesses, and industries. We value our collaborative relationship with MDOT and the Transportation Business Units (TBUs), and we appreciate past and present efforts to invest in meaningful transportation network improvements throughout Frederick County.

We recognize and endorse the importance of a safety-first approach to the transportation network and endorse MDOT's data driven approach to system preservation focusing on increasing the intelligence of the transportation network. With the recent revenue rebound and the funding associated with federal infrastructure package, we have seen the funding and advancement of many transportation projects previously placed on hold.

Frederick County would like to stress a strong desire for Maryland to increase funding for bikeways and trails to help increase multimodal opportunities throughout the state, and specifically at the local level. These routes will become essential to reduce vehicular dependence, promote recreational opportunities, and increase connectivity between communities and points of interest.

For the FY 2024-FY 2029 CTP, we have organized our priorities by emphasis area, including candidate projects suitable for the recently approved federal infrastructure package, and ones that aid in the programming of future State resources toward our local transportation needs.

INTERSTATES AND STATE HIGHWAYS

The County has been an active participant in the MDOT/State Highway Administration (SHA) process for regionally significant projects. We agree with the need to improve the performance of our major interstate corridors, including expanded transit options, and priority freight movement routes. The following projects represent our transportation priorities for planning, design, and construction funding for our local interstates and state highways.

Frederick County would like to voice our sincere appreciation of MDOT's commitment to improving the safety of U.S. 15 by funding the full design in the FY 2022 – FY 2027 CTP and allocating the full construction funding in the Final FY 2023 – FY 2028 CTP. This project has been the longstanding top transportation priority for Frederick County and The City of Frederick, as it will help alleviate safety issues and relieve the only segment within the U.S. 15/I-270 corridor that is over capacity in both directions in both peaks. The design advancement of U.S. 15 (6 lanes) and the regional I-270/I-495 project (6 lanes) makes the short I-70 link (4 lanes), referenced as Phase 4 between the two interstates, a critical bottleneck.

1. **Full Design and Construction Funding – I-70 Phase 4: I-270 to Mt. Phillip Road.** This project is a prime candidate suitable for funding consideration from the federal infrastructure package as it is the fourth and final phase of the I-70 project (limits from Patrick Street to Mt. Phillip Road). This is a priority freight movement project in the Maryland State Freight Plan and Metropolitan Washington Council of Governments Freight Priorities List and is a key link, essential to improving our regional supply chain network. It would also increase safety related to the merge of I-270 (including the additional HOT lanes) and I-70 west and address congestion through this segment as it transitions to the future U.S. 15 widening. It is essential I-70 Phase 4 is funded for design and construction concurrently. *MDOT/Visualize 2045 - 2035 completion: Chapter 30 Rank #27 of 42 statewide.*
2. **Project Planning Funding – MD 194: MD 26 to Devilbiss Bridge Road.** This project proposes the widening from a 2-lane to a 4-lane divided urban boulevard, addressing both capacity and safety issues. Right-of-way has been acquired for the majority of the project. The priority first phase for construction is from MD 26 to Walkersville High School. *MDOT/Visualize 2045 - 2035 completion: Chapter 30 Rank #10 of 42 statewide.*
3. **Planning/Design Funding – MD 85 Phase II & III: Ballenger Creek to Guilford Drive.** This project proposes improvements to widen/reconstruct to a 4-6-lane divided roadway, including bicycle and pedestrian improvements, along one of our primary business corridors containing the Francis Scott Key Mall and the Monocacy National Battlefield (approximately 100,000 tourists annually). The South Frederick Corridors Plan includes a focus on multimodal transportation alternatives in the MD 85 corridor. The proposed improvements between Ballenger Creek and Guilford Drive will support corridor redevelopment opportunities and improved motorist safety in this area. Phase I was completed in the Fall of 2022. *MDOT/Visualize 2045 - 2035 completion: Chapter 30 Rank #16 of 42 statewide.*
4. **US 15: MD 464 to U.S. 340.** A menu of options to address safety and operation in the corridor which may include: Widen from a 2-lane to a 4-lane divided expressway south of the U.S. 340/15 split; and/or grade-separated interchanges at MD 464 and Mountville Road, as well as a new ramp from eastbound U.S. 340 to southbound U.S. 15.

MEMORANDUM OF UNDERSTANDING (MOU) PARTNERSHIP OPPORTUNITY

MD 75 Corridor: South of New Market. This planning study would review and assess safety and operational improvements for the MD 75 corridor, specifically regarding the height restricted CSX railroad bridge, as they relate to roadway safety, intersection design, visibility, and pedestrian and bicycle safety. The planning study may provide guidance related to geometric improvements, roadway widening, partial relocations, the existing CSX bridge and cost estimates. This area, south of New Market, has several highly trucking dependent developments and the interest of future development as it is located along the

I-70 corridor, designated as a priority freight movement. ***The County will provide the necessary funding for the planning phase and the potential to support future funding agreement(s) for design/construction improvements directed at mitigating these safety issues.***

TRANSIT – LOCAL BUS

We thank MDOT for its ongoing capital and operating support of Transit Services of Frederick County. Though the federal funding packages made available because of the COVID-19 Pandemic were significant, LOTS grants were reduced as a mitigation of the strain on State transportation trust fund revenues. Transit operations continue to remain under financial strain, and the equivalent local match at increased levels is crucial to effective transit operations at the County level. Sustained financial support from MDOT is critical to providing quality transit service in Frederick County.

Priorities for local transit include:

TransIT Plus. The County requests an increase in annual operating funding and one-time capital funding for the expansion of paratransit service to meet growing demand in Frederick County. As Frederick County experiences rapidly escalating demands to specialized paratransit, additional funding will be critical to adequately meet the demand for this necessary and vital service. To meet these demands, additional operating funding above current expenses is requested: Year 1 requires operating funding for an additional driver and vehicle operating expenses (\$75,000) and a capital expense of \$115,000 for a wheelchair accessible vehicle (WAV), and in subsequent years continued operating expenses (\$75,000 annually).

Fixed-route Urban Service. The County requests an increase in annual operating funding, and one-time capital funding, to expand services by providing 30-minute service frequencies from start of service to 6 p.m., expand Saturday service hours, and implement Sunday service. To meet these demands, it would require additional operating funding, above current, of \$2,680,000 annually. The expanded service would also require a one-time capital expense of \$4,200,000 for the purchase of seven (7) buses. This expansion of service would result in the need for one (1) additional dispatcher (\$70,000 annually).

Urban and Rural Shuttle Service. Access to reliable transportation continues to be a challenge for many County residents, including older adults, people with disabilities, and low-income or Asset Limited, Income Constrained, Employed (ALICE) households. In both the urbanized and rural areas, the need is great for more transportation options. We are seeking to increase annual operating funding to provide rural areas of the County with more robust transit options. The current level of service is inadequate to meet demand. To meet these demands, it would require Year 1 – operating funding for two (2) fixed routes (\$300,000) and two (2) additional drivers and vehicle operating expenses (\$150,000), capital expenses for two (2) wheelchair accessible vehicles (\$115,000 each), and subsequent years continued operating expenses for both routes and drivers (\$450,000 annually).

MDOT MTA – COMMUTER BUS AND MARC TRAIN

The MARC Train system operated by MDOT MTA is a critical link from Frederick to Montgomery County and Washington D.C. The system could provide even greater benefit through strategic service enhancements and increased system accessibility. The County is encouraged by the passage of the Maryland Regional Rail Transformation Act and the possibility of establishing investment programs, enhancing rail lines and services (operated by MARC rail service) and requiring the advancement of projects. In the short-term, we recognize that commuter bus service is best equipped to improve connections

between Frederick and the Washington, D.C. region. Additionally, The City of Frederick and Frederick County are requesting Transit Oriented Development (TOD) designation for two MARC Stations.

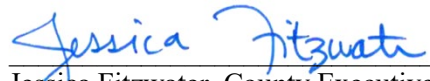
REGIONAL TRANSIT NETWORK

The Opportunity Lanes Maryland project status remains unclear due to legal challenges and divided opinions on the best solution. Notwithstanding these issues, the County supports the effort to improve the I-270 corridor transit options and transportation network. We ask that you move expeditiously to advance the funding for specific local transit projects and the expected local transit benefits.

We thank you again for your continued partnership in meeting the needs of Maryland residents and businesses in Frederick County. If you have questions about our priorities, please contact Mr. Mark Mishler, Division of Planning and Permitting, at 301-600-6742 or mmishler@frederickcountymd.gov.

Sincerely,

FREDERICK COUNTY GOVERNMENT
FREDERICK COUNTY, MARYLAND



Jessica Fitzwater, County Executive

MARYLAND STATE DELEGATION OF
FREDERICK COUNTY, MARYLAND



Jesse T. Pippy, Chair

Attachment: Frederick County 2023 Annual Transportation Needs and Priorities Review

cc: Frederick County Delegation
Frederick County Council
The Honorable Michael C. O'Connor, Mayor, The City of Frederick
Lori L. Depies, CPA, Acting Chief Administrative Officer, Office of the County Executive
Chelsea Kadish, Chief of Staff, Office of the County Executive
Steven C. Horn, Director, Frederick County Planning and Permitting Division
Mark Mishler, Transportation Engineering Supervisor, Frederick County Planning and Permitting Division
Jason Stitt, Director, Frederick County Public Works Division
Roman Steichen, Director, Frederick County Transit Services Division

HNI OVERVIEW

1.0 BACKGROUND

The Highway Needs Inventory (HNI) is a technical reference and planning document which identifies highway improvements to serve existing and projected population and economic activity in the State as well as address safety and structural problems that warrant major construction or reconstruction.

The projects identified in this document represent only an acknowledgment of need based on technical analysis and adopted local and regional transportation plans. **The HNI is not a construction program, and inclusion of a project does not represent a commitment to implementation.** The HNI is not financially constrained nor is it based on revenue forecasts.

The HNI may be considered as a compilation of projected major highway deficiencies. It is important to note that only a portion of the projects in this document will be addressed in the future through selective capital improvements. Many of these needs will remain unfulfilled because the Department does not anticipate that the gap between needs and resources can ever be completely closed, even with the infusion of new revenue.

2.0 LEGAL BASIS OF THE HNI

The development of the HNI is required under Transportation Article 8 of the Annotated Code of Maryland. Title 8, section 610 defines the HNI as "...an identification of needs for highway projects, based on latest evaluation of highway conditions and transportation needs..."

Section 611 further requires that "in calendar year 1979 and in each second year following, the Administration, following an assessment of the highway conditions and transportation needs of this State, shall prepare those proposed modifications of the highway needs inventory that it considers necessary."

3.0 SCOPE OF HNI

The HNI is based on a technical evaluation of highway conditions. The general scope and approximate cost of needed highway improvements in this document are based on the application of reasonable design standards. However, this does not preclude further considerations of alternative solutions to the problem, or the "no build" option. Ultimately, more detailed project planning studies would be conducted on potential projects to determine more precise cost estimates and acceptable solutions to the identified need. The HNI lists only major capital construction projects which entail a significant increase in traffic capacity, extensive right-of-way, high cost or major impact.

Low cost capital improvements, otherwise known as “system preservation projects” such as resurfacing, safety and spot improvements, commuter parking, beautification, bridge rehabilitation/reconstruction, drainage improvements, rail crossing elimination, traffic control improvements, and emergency work are not included in the HNI. These projects are included in the annual update of the Department’s Consolidated Transportation Program (CTP). Often these relatively low cost improvements serve to correct localized problems and to extend the time before major modernization of the facility becomes necessary. System preservation projects may in some cases result in an indefinite deferral of a major project.

4.0 ROLE OF THE HNI IN THE PLANNING PROCESS

The Maryland Department of Transportation’s planning process affects all modes and covers all aspects from policy/system planning and program development through detailed project planning and implementation. The key planning documents developed by the Department to establish the priority of various proposed highway improvements are as follows: (1) State Report on Transportation (SRT); (2) Maryland Transportation Plan (MTP); and (3) the Consolidated Transportation Program (CTP).

The HNI serves as a technical reference and reflection of these planning documents. In addition, the Department participates in the development of local and regional transportation plans which are the responsibility of local and regional planning agencies.

5.0 HNI TERMINOLOGY

There are 29,265 center line miles of roadway in the state of Maryland. Of this total, the Maryland Department of Transportation State Highway Administration (MDOT SHA) maintains 5,243 center line miles (17.92%). Although this represents less than 20 percent of the total miles of roadways in the state, these highways account for approximately 70% of the total vehicle miles of travel in the state. The 5,243 miles of highways maintained by the MDOT SHA are categorized for funding purposes as Primary and Secondary highways.

5.1 Primary System

The State Primary Systems consists of approximately 1,288 miles of state maintained routes or 25 percent of the total State maintained road mileage. The State Primary System was originally adopted in 1972 and revised in 1978 in accordance with provisions of State law. The Primary System serves the state in the same manner as the Interstate System serves the nation. It has been a policy of the Department to develop the Primary System with a maximum practical degree of access control in order to provide safety to the motorist.

5.2 Secondary System

The Secondary System is a network of State routes which serve inter-regional and localized traffic. This network consists of 3,955 miles (75.45%) of the total state maintained roadways and provides feeder and support functions to the Primary System. It also complements county highway systems.

6.0 IMPROVEMENT TYPES

For projects in the Consolidated Transportation Plan (CTP), the specific improvement type identified is also shown in the HNI. Improvement types shown for other projects in the HNI are categorical rather than specific, pending project planning studies. The project planning studies may lead to the selection of a “no build” option or a different improvement type than shown in the HNI.

The improvement types used in the HNI may entail significant right-of-way acquisition, significant increases in capacity and/or significant environmental impact. The basic improvement types used in the HNI are described as follow:

6.1 Reconstruction

These are improvements where old pavement and appurtenances such as drainage structures are removed and replaced or substantially modified. Such reconstruction may apply to the existing number of lanes or dualization, adding or modifying interchanges or existing highway on the same alignment.

6.2 Construction

These are improvements of a totally new facility and appurtenances, including bridges. A new facility will generally provide a highway where none exists, or an alternate facility to an existing highway that will remain open and continue to serve through traffic.

6.3 Access Control Improvement

Control of access by definition is where the ingress and egress to abutting land, onto and/or across the highway is fully or partially restricted by public authority. Highway access can be controlled as follows:

6.3.1 Full Control

This gives preference to through traffic by providing grade separation interchanges with selected public roads only and by prohibiting intersecting at-grade and direct private driveway connections.

6.3.2 Partial Control

This gives preference to through traffic to a degree that, in addition to or in lieu of interchanges with major public roads, there may be selected at-grade intersections to public streets only.

6.3.3 Uncontrolled Access

This allows the number of points of ingress and egress to be limited only by control over the placement and the geometric design of connections as necessary for the safety of the traveling public.

6.4 Lane Definitions

The specific number of lanes is referenced only for two lane highways in the HNI, and any highway improvement needing more than two lanes is generally referred to as “multi-lane”. Where the case for a multi-lanes improvement is more firmly established; the following terms may be used:

6.4.1 Divided Highway.

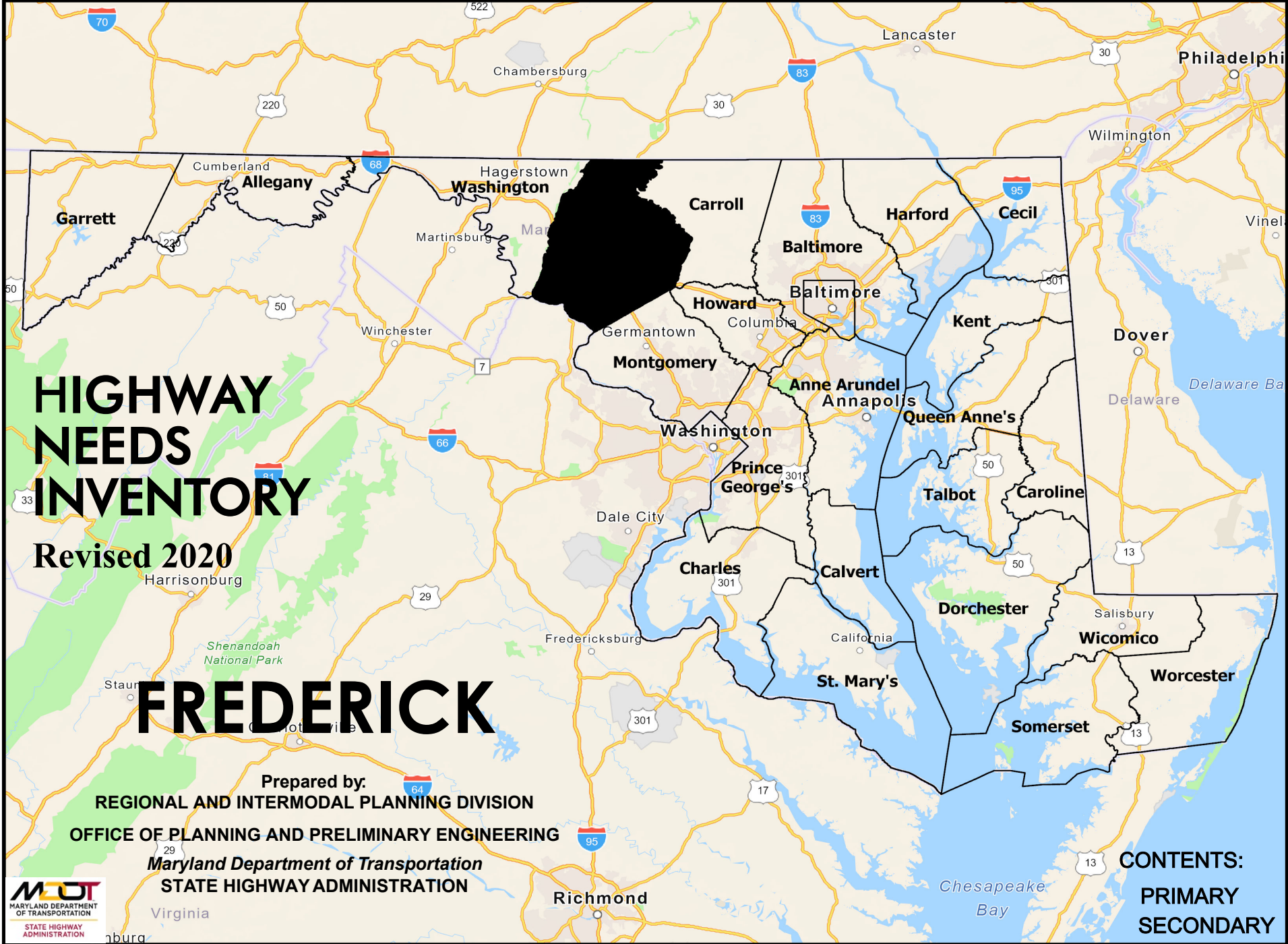
This is a multi-lane highway where opposing roadways are separated by a median or barrier.

6.4.2 Freeway.

This is divided highway, usually serving a principal arterial function, providing for unrestricted through traffic movement and full control of access (called an expressway under current Maryland law).

7.0 COST ESTIMATES

Cost estimates for prospective improvements are approximate, and are based on likely improvement types. The estimates are not detailed engineering estimates nor do they reflect substantive engineering analysis. These cost estimates do not imply fixed decisions, nor do they preclude alternative solutions to the problem. They merely provide the basis for a general appraisal of the total cost of all highway needs, as well as some idea of the distribution of highway needs across the State.



HIGHWAY NEEDS INVENTORY

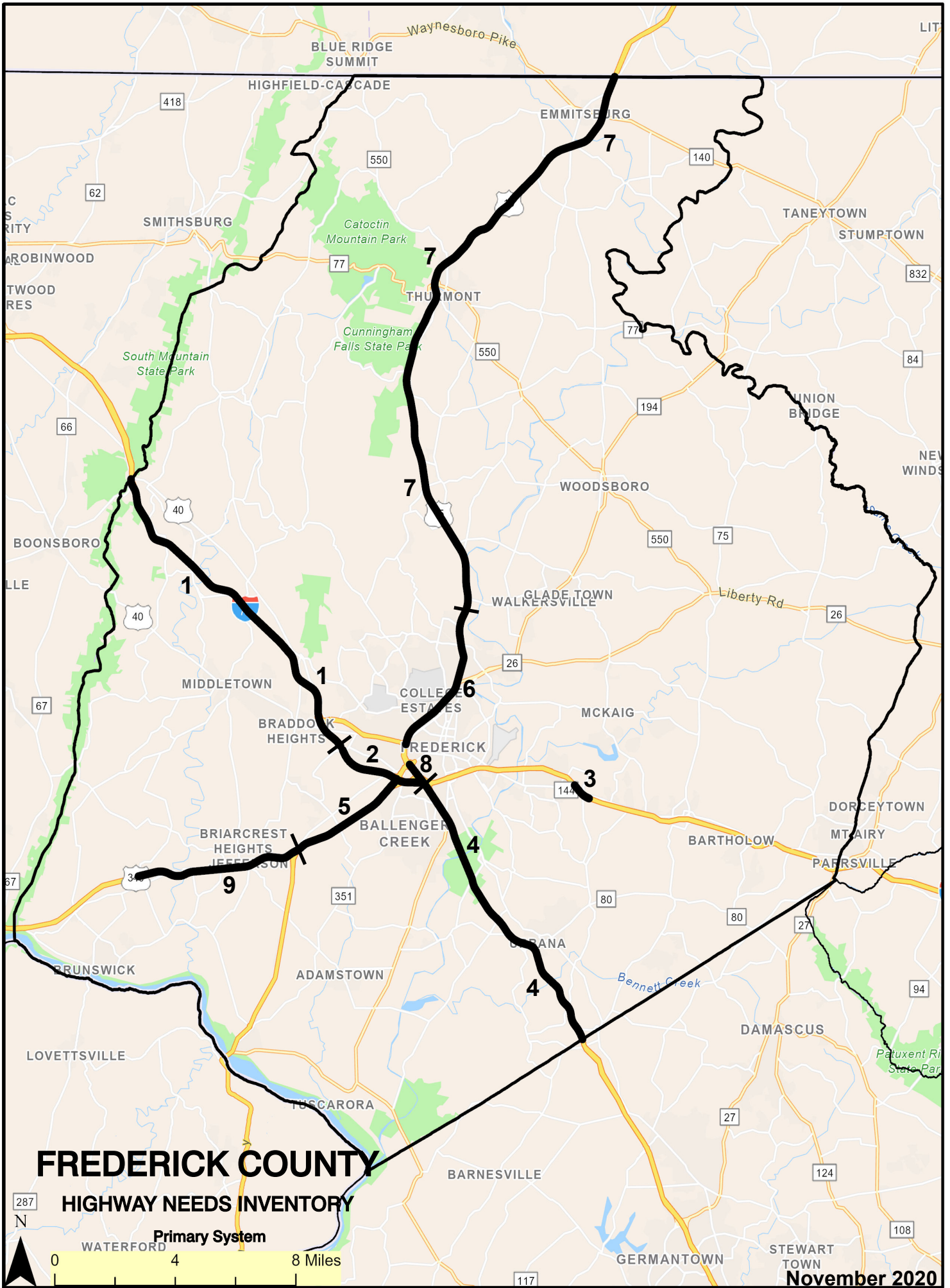
Revised 2020

FREDERICK

Prepared by:
REGIONAL AND INTERMODAL PLANNING DIVISION
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING
Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION



CONTENTS:
PRIMARY
SECONDARY



FREDERICK COUNTY

HIGHWAY NEEDS INVENTORY

Primary System

0 4 8 Miles

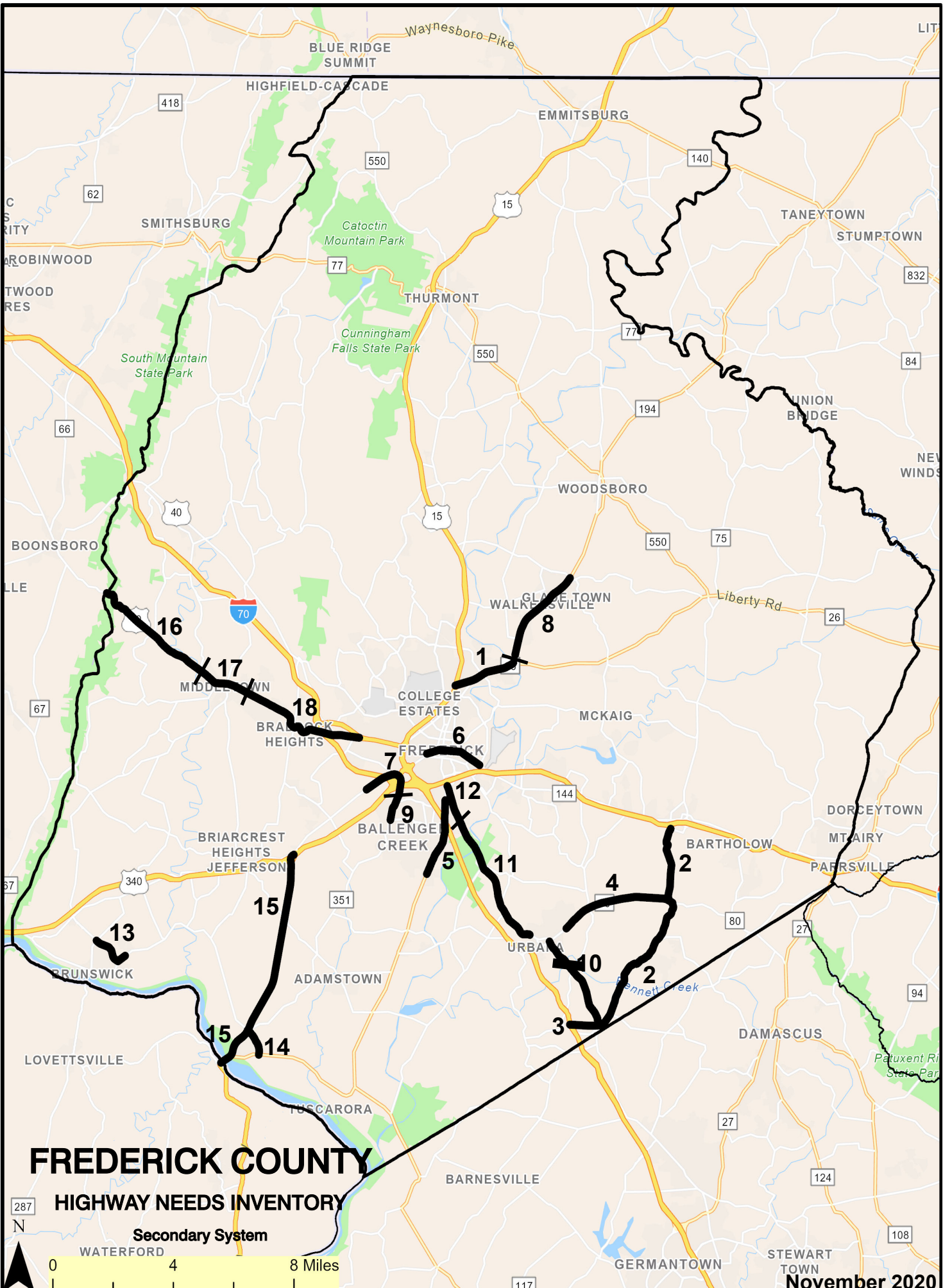
November 2020

HIGHWAY NEEDS INVENTORY

Frederick County - Primary

(Revised 2018)

Map Ref.	Route-Route Name Limits	County	Priority Length	Improvement Type Cost (\$000)
1	IS 70 Washington County line to west of Mt. Phillip Road	Eisenhower Memorial Highway	No 11.6	Freeway reconstruct (includes interchanges) \$426,300
2	IS 70 Mt. Philip Road to I-270	Baltimore National Pike/Eisenhower Mem. Highway	Yes 3.0	Freeway reconstruct (includes interchanges) \$119,000
3	IS 70 0.5 mile east and west of Old National Pike (mpt 20.25)	Baltimore National Pike	No 1.0	Freeway interchange reconstruct on I-70 over MD 144/Meadow Road \$81,900
4	IS 270 Montgomery County line to I-70 (US 40)	Dwight Eisenhower Highway	Yes 10.1	Freeway reconstruct (includes Managed lanes/interchanges) \$687,800
5	US 15 US 340 West Split to I-70	Jefferson National Pike	Yes 4.1	Freeway reconstruct with interchanges \$63,800
6	US 15 US 40 to North of Biggs Ford Road	Frederick Freeway	Yes 6.4	Freeway reconstruct (includes interchanges) \$792,100
7	US 15 North of Biggs Ford Road to Pennsylvania State line	Catoctin Mt. Highway	No 19.8	Freeway reconstruct (includes interchanges) \$2,452,500
8	US 40 US 15 to I-70	Frederick Freeway	Yes 1.4	Multi-lane reconstruct \$413,400
9	US 340 St. Mark Road to US 15	Jefferson National Pike	No 5.5	Freeway reconstruct (includes interchange) \$240,300



HIGHWAY NEEDS INVENTORY

Frederick County - Secondary

(Revised 2018)

Map Ref.	Route-Route Name Limits	County	Priority Length	Improvement Type Cost (\$000)
	MD 26 Liberty Road		Yes	Multi-lane reconstruct, including a grade separation at Monocacy Boulevard
1	US15 (Catoctin Mountain Hwy) to MD 194 (Woodsboro Pike)		2.1	\$118,700
2	MD 75 Green Valley Road MD 355 to I-70		8.1	Multi-lane reconstruct \$136,800
3	MD 75 Ex Green Valley Road MD 355 (N. Frederick Road) to I-270		1.2	Multi-lane construct, including a new interchange at I-270 \$112,000
4	MD 80 Fingerboard Road MD 75 to Carriage Hill Drive		3.9	Multi-lane reconstruct \$71,700
5	MD 85 Buckeystown Pike English Muffin Way to north of Grove Road.		2.4	Multi-lane divided reconstruct, including interchange reconstruct at I-270 \$187,300
6	MD 144 FA West Patrick Street Monocacy Blvd to Jefferson Street		1.9	Two-lane urban reconstruct, including a grade separation at I-70 \$36,300
7	MD 180 Jefferson Pike Greenfield Drive to Ballenger Center Drive		1.7	Multi-lane reconstruct (includes interchange at US 15) \$109,500
8	MD 194 Woodsboro Pike 0.1 mile north of MD 26 to Devilbiss Bridge Road		3.3	Divided highway reconstruct \$56,000
9	MD 351 Ballenger Creek Pike Corporate Drive to Ballenger Center Drive		3.3	Multi-lane reconstruct \$45,000
10	MD 355 Urbana Pike MD 75 Rel to MD 80		3.2	Multi-lane reconstruct \$44,900
11	MD 355 Urbana Pike Sprigg Street South to New Technology Way		4.1	2 lane reconstruct \$81,700
12	MD 355 Urbana Pike New Technology Way to MD 85		1.5	Multi-lane reconstruct \$20,800

HIGHWAY NEEDS INVENTORY

Frederick County - Secondary

(Revised 2018)

Map Ref.	Route-Route Name Limits	County	Priority Length	Improvement Type Cost (\$000)
13	MD 464 Souder Road MD 79 to Corporate limits of Brunswick	No	2 lane reconstruct 1.3	\$23,500
14	MD 464 Ex Tuscarora Road relocated East of US 15 to 0.25 mile east of Rock Hall Road	No	2 lane reconstruct/construct 0.9	\$12,700
15	US 15 Catoctin Mountain Highway Potomac River to US 340	Yes	Freeway reconstruct (includes interchanges and access control improvements) 7.2	\$368,400
16	US 40 AL Old National Pike Washington County line to west of Middletown	No	2 lane reconstruct 4.5	\$60,300
17	US 40 AL West/East Main Street West of Middletown to West of Hollow Road	No	2 lane urban reconstruct 2.7	\$38,800
18	US 40 AL Old National Pike West of Hollow Road to US 40	No	Divided highway reconstruct 3.2	\$39,600

