



FREDERICK COUNTY GOVERNMENT

Jessica Fitzwater
County Executive

OFFICE OF THE COUNTY EXECUTIVE

John K. Peterson, Chief Administrative Officer

February 17, 2026

Kathryn B. Thomson, Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: 2026 Frederick County Transportation Priorities

Dear Secretary Thomson:

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) FY2026-FY2031 Maryland Consolidated Transportation Program (CTP). The County appreciates our cooperative partnership with MDOT to meet the transportation needs of our community, while endorsing a safety-first and data-driven approach.

Frederick County would like to voice our sincere appreciation of MDOT's commitment to improving the safety of the regional transportation network by including full funding for the US 15 safety project, together with the necessary funding to accommodate an increase in design costs and to keep pace with inflationary construction costs. As a key corridor for interstate commerce, the US 15 project is our top priority, and it is vital to the safety and well-being of all Marylanders and for the economic development of the surrounding area. This project has widespread bipartisan support from the state delegation, County Council, and the City of Frederick, underscoring the significant impact it will have on our community.

For the FY2026-FY2031 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

1. **Full Design and 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 conditions and provide important sound and safety barriers for adjacent residential homes and businesses. Notably, during the 24-month period between October 1, 2023 and September 30, 2025, our Division of Fire and Rescue Services transported a total of 144 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 well as the Frederick County General Assembly Delegation, as it will help alleviate safety issues and relieve traffic flow and route capacity challenges in both directions during both peak hours. *This is our top transportation priority.*
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

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a priority freight movement project in the Maryland State Freight Plan and the Metropolitan Washington Council of Governments Freight Priorities List and is a key link, essential to improving our regional supply chain network and the efficient transport of goods from the Port of Baltimore. It would also increase safety related to the merge of I-270 and I-70 West, which experiences significant safety issues, and address congestion through this segment as it transitions to the future US 15 widening. *This is our top safety and capacity expansion project.*

3. **Planning/Design Funding – MD 194: MD 26 to Devilbiss Bridge Road.** This project proposes widening MD 194 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 first phase of construction is from MD 26 to Walkersville High School. The District 7 office is advancing conceptual 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. *Chapter 30 Rank #10 of 37 statewide.*
4. **Planning/Design Funding – MD 85 Phase II & III: Guilford Drive to the 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, with the Monocacy MARC Station serving as an anchor in this plan. Earlier this year, MDOT designated the area surrounding the Monocacy MARC Station as a Transit-Oriented Development site. The proposed improvements will support corridor redevelopment opportunities and improve motorist safety in this area. Phase I was completed in the Fall of 2022. *Chapter 30 Rank #20 of 38 statewide.*
5. **Preliminary Planning Funding – US 15: MD 464 to US 340.** Investigate menu of options focused on addressing 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; grade-separated interchanges at MD 464 and Mountville Road, new ramp considerations, most notably from eastbound US 340 to southbound US 15. *This is our top feasibility study request.*

TRANSIT – LOCALLY OPERATED TRANSIT SERVICE

We value the partnership with MDOT that provides for ongoing capital and operating support of transit services in Frederick County. 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 public transportation. Additionally, as the administration seeks to further climate and equity goals, local transit systems must remain fully funded. Priorities for local transit include:

Safety. Increased funding for preventative maintenance to ensure the continued safe usage of existing buses, and assistance with the timely procurement of new buses.

Transit Plus. As Frederick County experiences rapidly increasing demand for specialized paratransit services, additional funding is essential to ensure vital transportation needs are met. The County requests an increase in annual operating funding and one-time capital funding to expand paratransit capacity, accommodate growing ridership, and reduce the current rate of service denials.

Enhanced Urban and Rural Service. Access to reliable transportation continues to be a challenge for many County residents. In both the urbanized and rural areas, the dire need cannot be understated and 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 the start of service to 6 p.m., expand Saturday service hours, and implement Sunday service.

REGIONAL TRANSIT, 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 benefits through strategic service enhancements that better align with novel commuting patterns in the post-pandemic world, including midday and off-peak service. The County is appreciative of the FY 25 funding to establish a midday pilot program. We would like to highlight the need for weekend services that will more effectively support tourism opportunities. In the short-term, we recognize that the 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 County received a Transit Oriented Development Designation for the Monocacy MARC and surrounding area. The County is continuing to work with the City of Frederick, City of Brunswick, and the Point of Rocks community to request Transit Oriented Development (TOD) designations for the Frederick MARC, Brunswick MARC, and Point of Rocks MARC, building off existing and planned transportation connectivity. Establishing TOD areas around existing rail transit hubs should be a streamlined and efficient process, allowing jurisdictions to promote efficient implementation of dense, mixed-use development around the State's existing transit assets.

The County supports a 270-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 further engaging in the I-270 North Study. 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 a project.

HOUSING AND ECONOMIC DEVELOPMENT

Frederick County's housing priorities are being developed through the *Housing Element*, which proposes targeted expansion of key growth areas near existing population centers. These areas are strategically selected to support further infrastructure planning, such as schools, roads, water, and sewer, and to ensure that future development is both sustainable and equitable. Targeted areas include Ballenger Creek, Spring Ridge, Bartonsville, and Linganore. The South Frederick Corridors (SFC) Plan outlines the incremental redevelopment of commercial and industrial zones along MD 85 and MD 355 into mixed-use neighborhoods. This phased strategy ensures essential infrastructure, such as school capacity, is in place or under development concurrently. *Facilitating new residential projects within the SFC area is a key housing priority to ensure development happens where the infrastructure exists and does not sprawl to open space.*

BIKEWAYS AND SIDEWALKS

The County would like to stress a strong desire for Maryland to increase funding for sidewalks, bikeways, and trails to help increase multimodal opportunities throughout the state, and specifically at the local level. We are specifically requesting support for the *Libertytown sidewalk project*, as the existing sidewalk sections are significantly inadequate and fall short of compliance with standards set by the Americans with Disabilities Act. This Complete Street project will provide pedestrian connectivity along MD 26 and MD 75 from Libertytown Elementary School to the Libertytown Park while incorporating bicycle infrastructure and traffic calming features. Funding to advance design has been federally programmed but funding for construction has not been allocated at this time. *This is our top complete streets project.*

We would like to request that the state advance the Monocacy MARC Station to Monocacy National Battlefield Visitors Center Shared Use Path project to design. The feasibility study was led by MTA and completed in March 2024 but there have not been any additional updates or coordination on the advancement of the project over the past year. Connecting the MARC station to the battlefield would provide a great tourism opportunity. *This is a priority connection within the Monocacy TOD.*

The County also recognizes the need for at least three (3) new crossings to facilitate the safe movement of non-motorized traffic across US-15, with a priority to the section between The City of Frederick and Thurmont. This is a shared priority with the City of Frederick and has been identified as a critical safety need by the Bicycle and Pedestrian Advisory Commission. *This is our top bicycle and pedestrian priority.*

SYSTEM PRESERVATION

The County continues to request that the Highway User Revenue (HUR) funds be restored to previous levels, *as our top system preservation priority.* The County has several system preservation programs in the six-year Capital Improvement Program (CIP) that are partially dependent on Highway User Revenue (HUR) to implement effectively.

Additionally, there are instances where County system preservation projects abut MDOT right-of-way, and there could be opportunities to expand the project to fully address issues or conditions that persist beyond the County's jurisdiction. We would appreciate the opportunity to collaborate and potentially combine projects where appropriate.

MD 75 CORRIDOR PARTNERSHIP

The County collaborated with the MDOT Office of Planning and the District 7 office to conduct a preliminary planning study of the MD 75 Corridor from New Market to MD 355. The study was completed in December 2025, and we are looking forward to a partnership with the local office to design/construct the MD 75 relocated section south of MD 80 in advance of the opening of a new high school (2032). To help facilitate that continued partnership and to leverage road construction funding currently in County escrow, we ask that MDOT join the County in an MOU for the design phase of this project.

Kathryn B. Thomson, Acting Secretary
February 17, 2026

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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.

Sincerely,

FREDERICK COUNTY GOVERNMENT
FREDERICK COUNTY, MARYLAND



Jessica Fitzwater, County Executive

MARYLAND STATE DELEGATION OF
FREDERICK COUNTY, MARYLAND



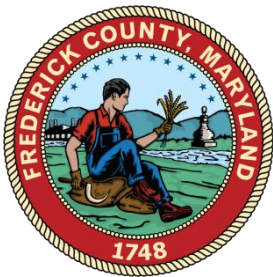
Jesse T. Pippy, Chair

Attachment: Frederick County 2026 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
Patrick Murray, Chief of Staff, Office of the County Executive
Deborah A. Carpenter, 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

2026 Frederick County

Annual Transportation and Priorities Review



Prepared by
Frederick County Division of Planning & Permitting

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Attachments

- #1 – Frederick County MDOT Priority Letter 2025
- #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 coordinate 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 (2025) 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)
- Visualize 2050 (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.
- 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 financially constrained long-range plan for the Metropolitan Washington region, Visualize 2050, is currently open for public comment and is expected to be approved in late 2025 or early 2026. 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 20 years (minimum) 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 |
|---------------------------|--------------------|-------------------------------------|-------------|------|--|
| US 15 | I-70 | MD 26 | Widen | 2030 | Add one lane in each direction |
| 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 | 2035 | Design from MD 26 to Stauffer started |
| I-270 Traffic Relief Plan | I-495 | I-70/US 40 | TBD | 2040 | Managed lanes and multimodal transit |
| MD 85 Phase 3 | English Muffin Way | Crestwood Boulevard/ Shockley Drive | Widen | 2040 | Add two lanes |
| MD 85 Phase 2 | Spectrum Drive | Guilford Drive | Widen | 2040 | 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 37, and those located in Frederick County are as follows:

- **MD 194: MD 26 to Devilbiss Bridge Road** – Score 55.63; **Rank #10**
 - 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 14.38; **Rank #20**
 - Good score attributable to cost/effectiveness and minimal impacts
- **I-70: I-270 to Mt. Philip Road** – Score 13.68; **Rank #21**
 - Lowering project costs would improve score
 - Majority of the safety benefits are associated with the westbound widening
 - 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 draft FY26-FY31 CTP. Currently at 50 percent design. This will not be submitted as a Chapter 30 application.

The County supports a 270-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 further engaging in the I-270 North Study. 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 issues are incorporated into a project.

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).
- 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.

Feasibility and 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. Developer mitigations may advance this project prior to MDOT action.

3. US 15: MD 26 to Pennsylvania

Conduct a feasibility study to identify a menu of options focused on addressing safety and operation in the corridor: Widen from a 2-lane to a 4-lane divided expressway south of the US 340/15 split; grade-separated interchanges at MD 464 and Mountville Road, new ramp considerations, most notably from eastbound US 340 to southbound US 15. Request MDOT conduct a feasibility study for this project.

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 December 2025. 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. To help facilitate this continued partnership and advancement of improvements along this corridor, the County invites MDOT to join the County in a Memorandum of Understanding (MOU). This MOU will help advance projects and leverage road construction funding currently in escrow.

- 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 high school, new elementary school, fire station, sheriff's office, and potential 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. An interim improvement may also include the height restriction infrastructure on MD 75 north of the 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.

2. 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.

3. 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.

4. 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.

5. 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. 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.

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 projects have been combined under one MDOT SHA project and are under construction.

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 2028.
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 currently on hold.

System Preservation – Recently Completed

1. **MD 75 (Green Valley Road) Bridge over I-70**
The previous bridge deck was constructed in 1971 and this project fully restored the bridge deck, repaired concrete supports, and painted the bridge beams. The MD 75 bridge sees approximately 20,000 vehicles per day. Project was completed in the summer of 2025.
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. Project is complete.

Local Transit

Existing Status, Funding, and Needs

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, for example, Transit Services operates from the recently expanded and renovated Transit Services' administrative offices and vehicle maintenance facilities that was completed in 2022.

- Frederick County continues to develop and enhance our public transportation options for residents and employers in alignment with local plans such as the Livable Frederick Master Plan and the City of Frederick's Comprehensive Plan, as well as the Statewide Transit Plan (STP) and the Maryland Transportation Plan (MTP).

An updated Transit Development Plan (TDP) was approved in 2022, providing critical updates to the 2015 TDP, and a TDP is planned for FY2027. The 2022 TDP outlines administrative, financial, capital, and operational needs and improvements to 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, midday, and afternoon Monday through Saturday
- **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 curb to curb transport.

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

As the County continues to grow, more of our residents are falling into the Asset Limited, Income Constrained, Employed (ALICE) categorization. ALICE households, people with disabilities, rural residents, and older adults who rely on essential public transportation deserve more robust service, which is currently only limited by funding availability. Priorities for local transit include:

Safety. Increased funding for preventative maintenance to ensure continued safe usage of existing buses, and assistance with the timely procurement of new buses with improved safety features.

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 and to help reduce the current denial rate.

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 for additional service 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. on weekdays, expanding Saturday service hours, and implement Sunday service.

Priorities

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

1. **Improve Customer Experience:** 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:** Increase growth in providers needed to meet demands
4. **New Buses and Bus Shelters:** Add additional vehicles, buses and bus shelters or benches 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 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 benefits 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 County received a Transit Oriented Development Designation for the Monocacy MARC and surrounding area. The County is continuing to work with The City of Frederick, Brunswick and Point of Rocks are requesting Transit Oriented Development (TOD) designations for the Frederick MARC, Brunswick MARC and Point of Rocks MARC, building off existing and planned transportation connectivity. Establishing TOD areas around existing rail transit hubs should be a streamlined and efficient process allowing jurisdictions to promote efficient implementation of dense, mixed-use development around the State's existing transit assets.

The County continues to implore the State to implement the MARC Cornerstone plan and requests strategic expansions 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. Improvements to the Brunswick line and improvements to the Point of Rocks Platform are

essential as they will provide transportation alternatives for MARC riders and help benefit the overall system.

The County supports the recently presented plans by Amtrak, VRE, and MARC representatives to accommodate future growth in the mid-Atlantic region, specifically the MARC Growth and Transformation Plan. The County supports a number of the items highlighted in the 5-year and 15-year plan:

5-Year Plan (FY2026–2030)

- Service Upgrades: Hourly weekday service between Frederick and Washington Union Station; trains twice per hour during peak periods.
- New Regional Link: Bus service between Hagerstown and Monocacy Station (3 daily trips) to connect Western Maryland to the MARC network.
- Through-Service: Select trains from Frederick to Baltimore Camden Station via the Camden Line.

15-Year Plan (FY2031–2040)

- Service Expansion: Hourly service throughout the day, including new weekend service (every 2 hours between Frederick and Washington).
- Continued One-Seat Rides: Direct trains from Frederick to Baltimore via Camden Line.

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 (effort underway)
- Update the County's Trail Design Standards and Planning Guidelines (effort underway)
- 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) recognizes that the US-15 corridor is the locus of substantial growth in vehicular traffic with an anticipated growth trend into the next few decades. The corridor already poses a substantial barrier for cyclists, pedestrians, and other non-motorized travelers severing communities on either side of the highway with only a few low-comfort crossings. There is a significant gap between the City of Frederick (Monocacy Boulevard) and the Town of Thurmont of 11.4 highway miles, and between the Town of Thurmont and the Town of Emmitsburg of 7.2 highway miles without an underpass or overpass for

these vulnerable road users. With already deficient conditions and increasing traffic, at least two new crossings are necessary to facilitate the safe movement of non-motorized traffic across US-15 between the City of Frederick, the Town of Thurmont, and the Town of Emmitsburg. These two crossings would be in addition to the City's request for a crossing within their boundaries. The County would prioritize the first crossing between the City of Frederick and the Town of Thurmont.

State Route 40 from the Washington County line on the west to Frederick city on the east is a priority corridor for the addition of bicycle and pedestrian infrastructure. This is a main connection which connects between the City of Frederick City, residents to Gambrill Park and the Middletown Valley, as well as between the towns of Myersville and Middletown and the Appalachian Trail. Thus, the corridor is critical for and the residents of the Middletown Valley and the City of Frederick for shopping, recreation, employment, and commuting. An on-street bike plan on State Route 40 has been part of the Frederick County Master Plan for decades previously envisioned and has not yet been designed or built. State Route 40 services not only a growing population but continues to experience significant increases in traffic as it is the alternative route for accidents on Interstate 70. With already deficient conditions, and increasing traffic, a safe, on-street bikeway or multi-use sidepath is necessary to facilitate the movement of non-motorized traffic to the adjoining parks and between towns.

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.

Off-Street Shared Use Paths

The cost to design and construct off street trails and Shared Use Paths is significant. Completion of these types of projects requires the use of grant funding to make them financially viable, however, the introduction of grant funding to a project will lengthen the design and/or construction process. If possible, local funds should be used for project design and grant funds should be used for the more costly construction phase. The County currently has 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. All three phases of the project are under design, and the County received a \$5.1 million construction grant from the Transportation Alternatives Program (TAP).

2. **New Design Road Side Path** – C & O Canal Towpath to English Muffin Way. This project would connect the City of Frederick with the C & O Towpath and then west to Point of Rocks and Brunswick. This project is broken into three Phases with Phase 1 under design using TAP funding.
3. **Utica Park to Utica Road** – Utica Park is a popular location for cyclists to convene before heading out on a ride. Providing a direct connection from Utica Park to Utica Road, located entirely on County owned property, will allow cyclists to avoid the higher volumes and speeds on Old Frederick Road.

A prioritization process for the purpose of establishing short- and long-term priorities for trail construction was prepared by the Bicycle & Pedestrian Advisory Commission (BPAC) subcommittee. BPAC then ranked the trail projects (independent of cost) that have had a feasibility study completed in the following order:

1. **Frederick to Urbana and Middletown to Myersville** – Tied for highest ranking score
2. **Frederick to New Market to Mt. Airy** – Segments or sections of this route may be viable with MDOT and/or limited property acquisition needs.
3. **Thurmont to Mount St. Mary’s to Emmitsburg** – The segment from Mt. St. Mary’s to Emmitsburg appears to be the more viable near-term connection depending on property owner support.
4. **Thurmont to Woodsboro** – challenging route, limited shoulders and/or right-of-way.

Feasibility studies for each of these projects can be found [here](#). It should be noted that gaining property owner and adjacent property owner support is the most significant obstacle that all of these projects face. Without participation and support from key landowners it is challenging to financially invest and advance a project into the design phase.

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. This project has reached thirty percent design and MDOT announced that funding for 100 percent design has been acquired.
- Buckeystown Missing Links – Bring sidewalks into ADA compliance, close gaps within the town, and provide an accessible route to the Post 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. There are developer requirements to provide improvements at this intersection with the potential to incorporate pedestrian infrastructure.

On-Street Bikeways

The 2018 Bikeways and Trails Plan identify 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 recommended by BPAC and evaluated by DPW staff the appropriate signage will continue to be installed.
- Conceptual designs are underway to adjust pavement markings and repurpose existing asphalt shoulders to incorporate bicycle lanes on Royal Oak Drive, New Design Road (north of Crestwood Blvd), Crestwood Blvd, and Corporate Drive.

Frederick Municipal Airport (City of Frederick)

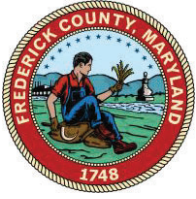
Existing Status, Funding, and Needs

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 hangars 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**Jessica Fitzwater
*County Executive***OFFICE OF THE COUNTY EXECUTIVE***John K. Peterson, Chief Administrative Officer*

February 7, 2025

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

Re: 2025 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) FY2025-FY2030 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 and endorse MDOT’s data-driven approach to system preservation focusing on increasing the efficiency of the transportation system.

Frederick County would like to voice our sincere appreciation of MDOT’s commitment to improving the safety of US 15 by restoring the design and construction funding in the FY2025-FY2030 CTP. The County implores the State to retain this funding for the US 15 safety project as it advances through the budget process. As a key corridor for interstate commerce, the US 15 project is vital to the safety and well-being of all Marylanders and the economic development of the surrounding area. The County understands the transportation revenue model, as it exists today, needs to be modernized in order to provide the funding necessary to deliver future transportation projects but it is critical that the funding remains intact for the US 15 project. 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 FY2025-FY2030 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.

Frederick County: Rich History, Bright Future

Mr. Paul J. Wiedefeld, Secretary
February 7, 2025

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1. **Full Design and 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 conditions and provide important sound and safety barriers for adjacent residential homes and businesses. Notably, during the 24-month period between January 1, 2023 and December 31, 2024, our Division of Fire and Rescue Services transported a total of 157 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 well as the Frederick County General Assembly Delegation, as it will help alleviate safety issues and relieve traffic flow and route capacity challenges in both directions during both peak hours. MDOT was advancing an accelerated design schedule for this project and it was expected to advance to the construction phase in mid-2026, but the draft CTP cuts \$14.3 million from design and engineering. We appreciate the Administration’s commitment to reinstate design and construction funding and urge the Administration to make every possible effort to continue with an accelerated design schedule. *Chapter 30 Rank – not ranked as it was funded and included in the CTP.*
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 and the efficient transport of goods from the Port of Baltimore. It would also increase safety related to the merge of I-270 and I-70 West and address congestion through this segment as it transitions to the future US 15 widening. *Chapter 30 Rank #21 of 38 statewide.*
3. **Planning/Design Funding – MD 194: MD 26 to Devilbiss Bridge Road.** This project proposes widening MD 194 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 first phase for construction is from MD 26 to Walkersville High School. The District 7 office is advancing conceptual 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. *Chapter 30 Rank #10 of 38 statewide.*
4. **Planning/Design Funding – MD 85 Phase II & III: Guilford Drive to the 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 improve motorist safety in this area. Phase I was completed in the Fall of 2022. *Chapter 30 Rank #20 of 38 statewide.*
5. **Preliminary Planning Funding – US 15: MD 464 to US 340.** Investigate menu of options focused on 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; grade-separated interchanges at MD 464 and Mountville Road, new ramp considerations, most notably from eastbound US 340 to southbound US 15. *The County has developer funds available to contribute funding towards the advancement of the preliminary planning study.*

Mr. Paul J. Wiedefeld, Secretary
February 7, 2025

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COMPLETE AND SAFE STREETS

The County would like to highlight several recent actions that are promoting complete streets and safety for all roadway users.

Toward Zero Deaths Task Force. Established the Task Force with a group of stakeholders focusing efforts on reducing severe and fatal crashes on our roadways. The purpose of the Task Force is to implement the TZD Plan by engaging staff with proactive changes, tracking progress and outcome metrics, providing an annual progress report and making recommendations to the County Executive and County Council.

Complete Streets Design Manual. Began the process of updating the County roadway design standards to reflect complete street and multimodal components. This update is based on the previously approved Policy (2020) and Plan (2022) and will provide increased guidance for bicycle and pedestrian infrastructure during the planning, design process focusing on creating safer more accessible streets.

TRANSIT – LOCALLY OPERATED TRANSIT SERVICE

We value the partnership with MDOT that provides for ongoing capital and operating support of transit services in Frederick County. 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 public transportation. Additionally, as the administration seeks to further climate and equity goals, it is crucial that local transit systems remain fully funded. Priorities for local transit include:

Safety. Increased funding for preventative maintenance and assistance with the procurement of buses.

Transit Plus. As Frederick County experiences rapidly escalating demands for specialized paratransit, additional funding will be critical to adequately meet the demand for this 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 Asset Limited, Income Constrained, Employed (ALICE) households. In both the urbanized and rural areas, the dire need cannot be understated and, particularly 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 the 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 benefits 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

Mr. Paul J. Wiedefeld, Secretary

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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 County, The City of Frederick, Brunswick and Point of Rocks are requesting Transit Oriented Development (TOD) designations for the Monocacy MARC, Frederick MARC, Brunswick MARC and Point of Rocks MARC, building off existing and planned transportation connectivity. The County is seeking guidance on the new TOD designation process in an effort to conduct a joint application for our jurisdictions, or at least joint elements thereof, that will reduce redundancies in the review effort and promote efficient implementation of dense, mixed-use development around the State's existing transit assets. Establishing TOD areas around existing rail transit hubs should be a streamlined and efficient process.

BIKEWAYS AND SIDEWALKS

The County would like to stress a strong desire for Maryland to increase funding for sidewalks, 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.

MDOT made a demonstrable commitment to support safety for non-auto modes as part of its Complete Streets Policy, effective on June 1, 2024. We urge MDOT to increase the allocation of resources to implement pedestrian and bicycle safety, accessibility projects, and speed reduction strategies, to evaluate all their projects for improved safety outcomes. We are specifically requesting support for the Libertytown sidewalk project as the initial design funding has been exhausted. We ask that full design funds be identified, as the existing sidewalk sections are glaringly deficient in the eyes of the Americans with Disabilities Act. This complete street project will provide pedestrian connectivity along MD 26 and MD 75 from Libertytown Elementary School to the Libertytown Park while incorporating bicycle infrastructure and traffic calming features.

MD 75 CORRIDOR PARTNERSHIP

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 in early 2025. 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 with MDOT, upon completion of the planning study, to advance the identified improvements.

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 supports a 270-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 further engaging in the I-270 North Study. 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

Mr. Paul J. Wiedefeld, Secretary

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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.

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 2025 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
Patrick Murray, Chief of Staff, Office of the County Executive
Deborah A. Carpenter, 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

Maryland Department of Transportation
State Highway Administration

2025 HNI Listing for Frederick County

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 the 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 the 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 that 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 31,670 miles of center-line roadway in the state of Maryland. Of this total, the Maryland Department of Transportation State Highway Administration (MDOT SHA) maintains 5,230 center line miles (16.5%). 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 5,230 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 System consists of approximately 23 percent of the total State-maintained road mileage. The State Primary System was originally adopted in 1972 and revised in 1978 under the 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 to provide safety for the motorist.

5.2 Secondary System

The Secondary System is a network of State routes that serve inter-regional and localized traffic. This network consists of approximately 77% of the total state-maintained roadways and provides feeder and support functions to the Primary System. It also complements the 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 follows:

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 to a 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 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 traffic to the 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-lane improvement is more firmly established, the following terms may be used:

6.4.1 Divided Highway.

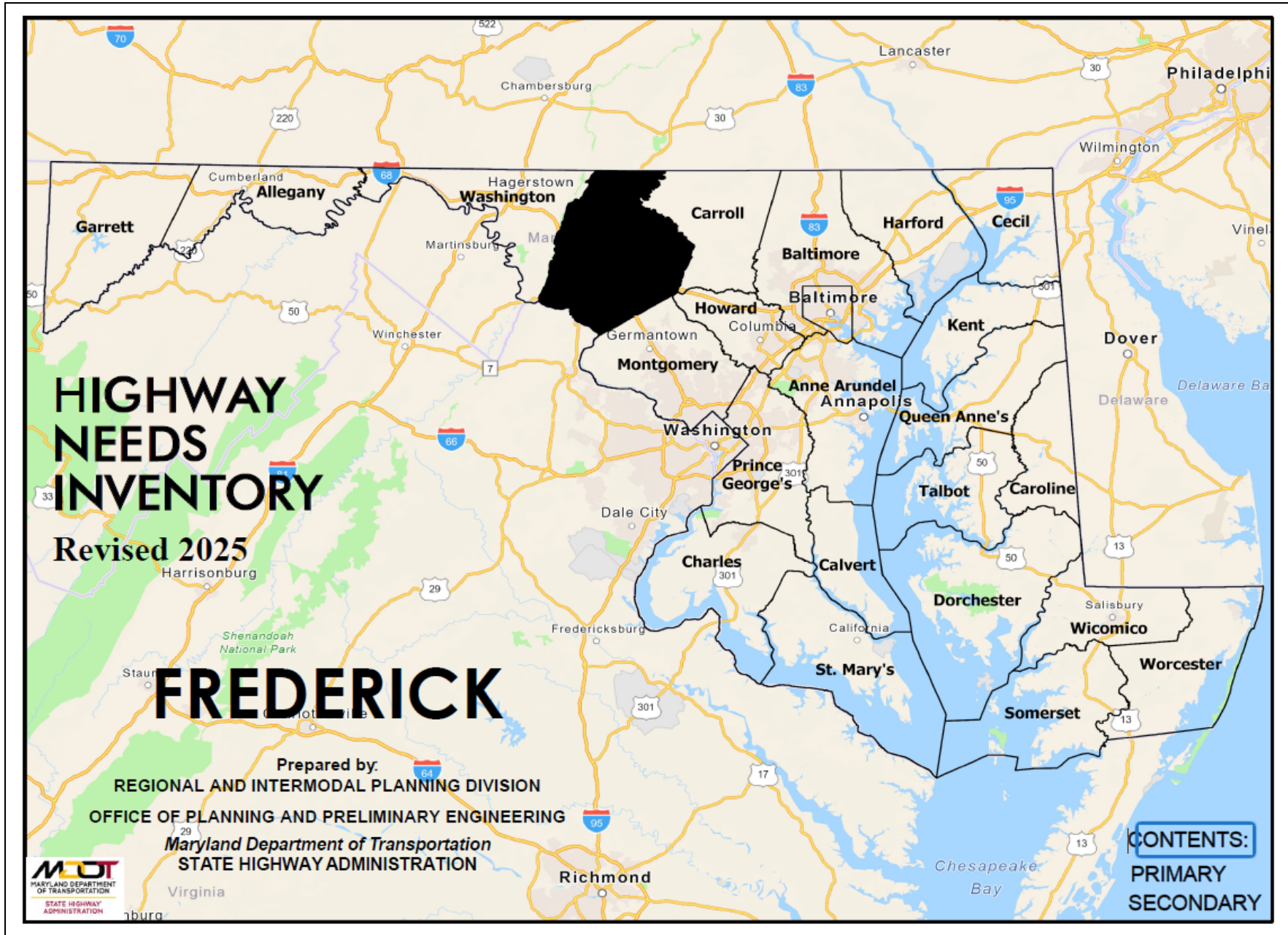
This is a multi-lane highway where opposing roadways are separated by a median or barrier.

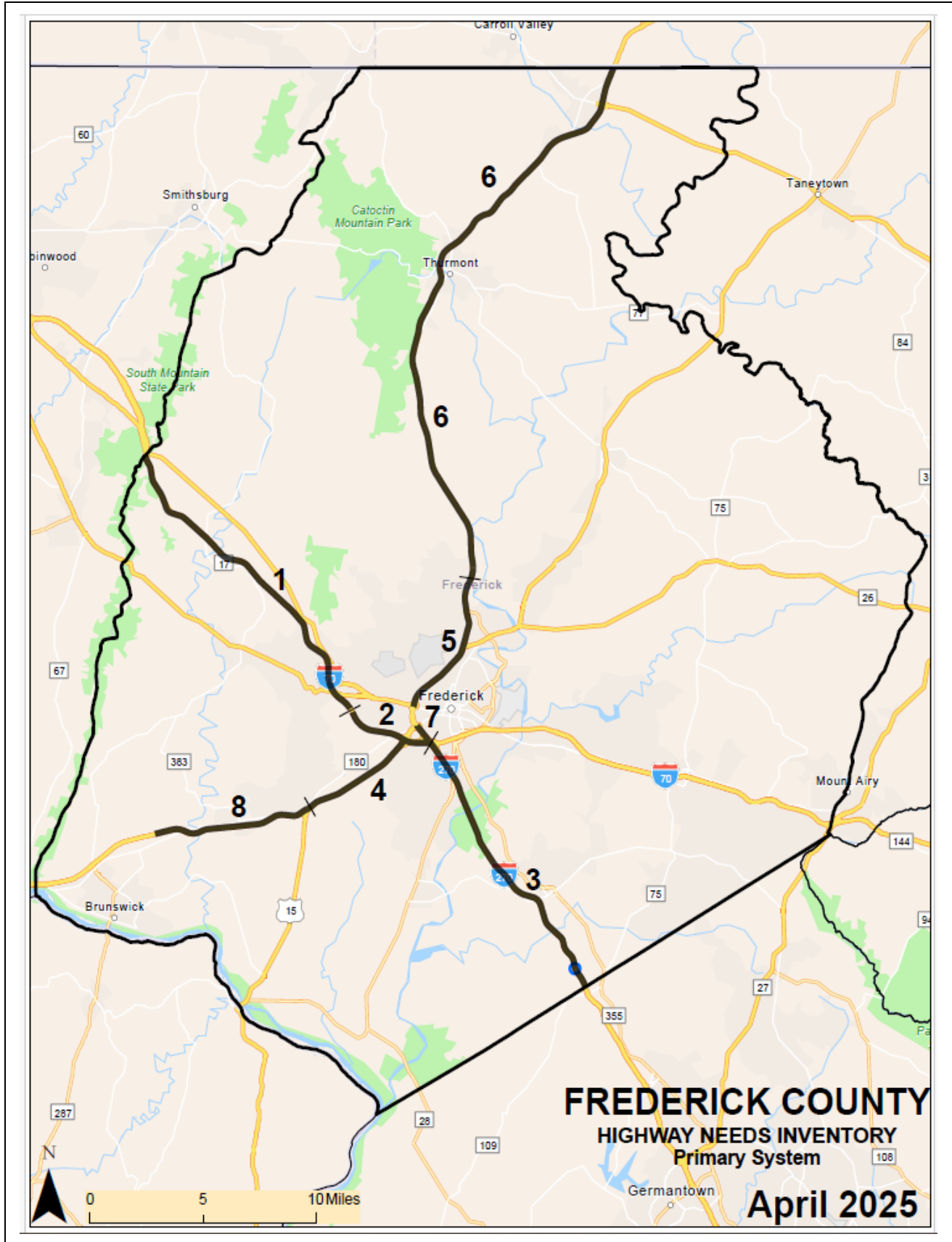
6.4.2 Freeway.

This is a 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.



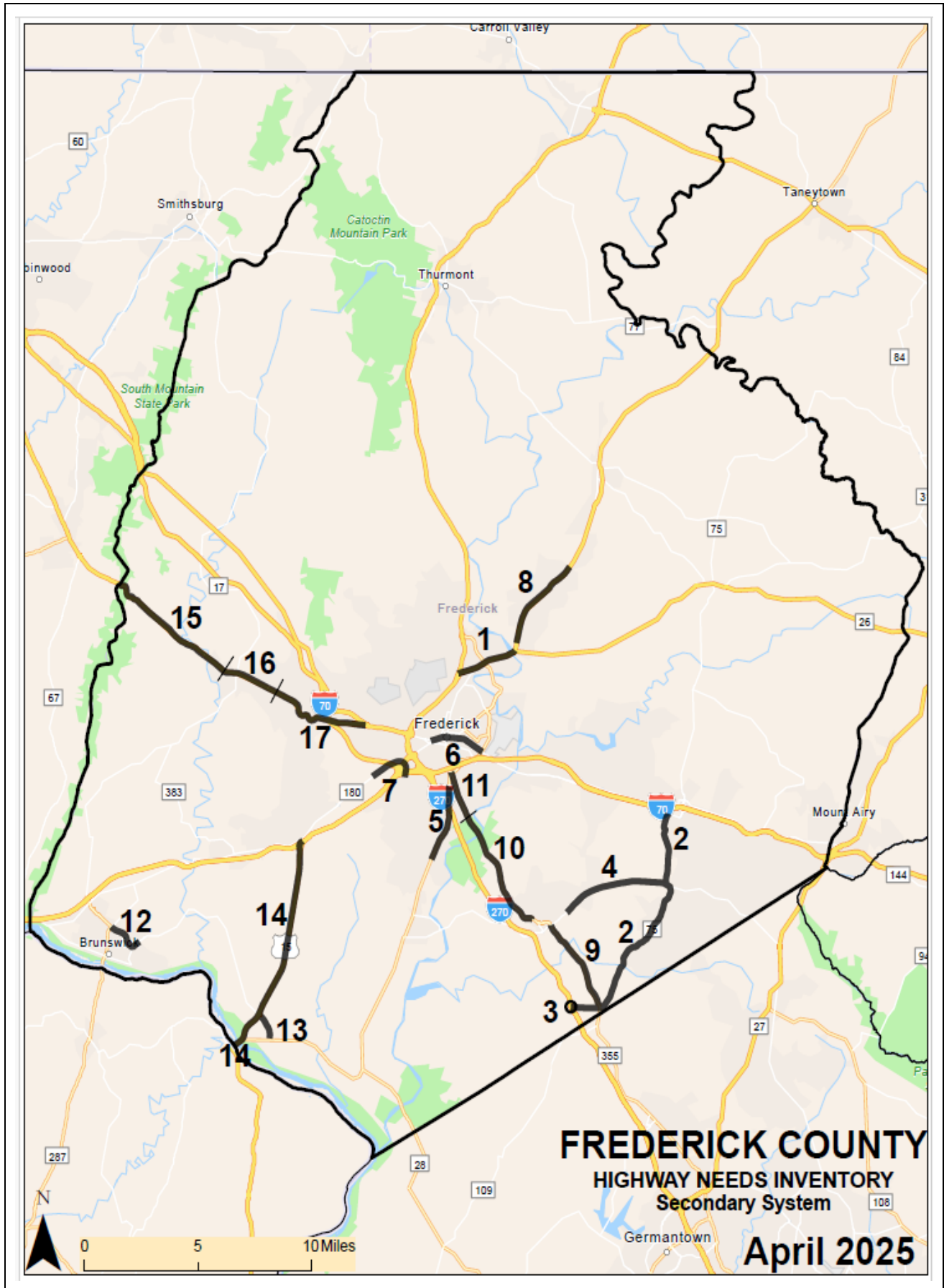


HIGHWAY NEEDS INVENTORY

Frederick County - Primary

(Revised 2025)

| Map Ref. | Route-Route Name Limits | County | Priority Length | Improvement Type Cost (\$000) |
|----------|---|---|--------------------|--|
| 1 | IS 70 Washington County line to Mt. Phillip Road | Eisenhower Memorial Highway | No 11.6 | Freeway reconstruct (includes interchanges) \$437,000 |
| 2 | IS 70 Mt. Philip Road to I-270 | Baltimore National Pike/Eisenhower Mem. Highway | Yes 3.0 | Freeway reconstruct (includes interchanges) \$88,378 |
| 3 | IS 270 Montgomery County line to I-70 (US 40) | Dwight Eisenhower Highway | No 10.1 | Freeway reconstruct (includes Managed lanes/interchanges) \$717,300 |
| 4 | US 15 US 340 West Split to I-70 | Jefferson National Pike | No 4.1 | Freeway reconstruct \$60,200 |
| 5 | US 15 US 40 to Biggs Ford Road | Frederick Freeway; Catoctin Mountain Highway | Yes 5.4 | Freeway reconstruct (includes interchanges) \$714,900 |
| 6 | US 15 Biggs Ford Road to Pennsylvania State line | Catoctin Mt. Highway | No 19.8 | Freeway reconstruct (includes interchanges) \$2,634,400 |
| 7 | US 40 US 15 to I-70 | Frederick Freeway | Yes 1.4 | Multi-lane reconstruct \$410,500 |
| 8 | US 340 St. Mark Road to US 15 | Jefferson National Pike | No 5.5 | Freeway reconstruct (includes interchange) \$231,200 |



HIGHWAY NEEDS INVENTORY

Frederick County - Secondary

(Revised 2025)

| Map Ref. | Route-Route Name Limits | County | Priority Length | Improvement Type Cost (\$000) |
|----------|---|--------|--------------------|---|
| | MD 26 Liberty Road | No | | Multi-lane reconstruct, including an interchange at Monocacy Boulevard |
| 1 | US15 (Catoctin Mountain Hwy) to MD 194 (Woodsboro Pike) | 2.2 | | \$206,600 |
| 2 | MD 75 Green Valley Road; Baldwin Road MD 355 to I-70 | Yes | 8.1 | Multi-lane reconstruct \$153,900 |
| 3 | MD 75 Ex Green Valley Road MD 355 (N. Frederick Road) to I-270 | Yes | 1.2 | Multi-lane construct, including a new interchange at I-270 \$165,500 |
| 4 | MD 80 Fingerboard Road Carriage Hill Drive to MD 75 | No | 3.9 | Multi-lane reconstruct \$78,200 |
| 5 | MD 85 Buckeystown Pike English Muffin Way to Grove Road. (3 phases: Phase 1 was completed in 2022) | Yes | 2.4 | Multi-lane undivided reconstruct \$80,931 |
| 6 | MD 144 FA West Patrick Street; East Patrick Street Monocacy Blvd to Jefferson Street | No | 1.9 | Two-lane urban reconstruct \$41,600 |
| 7 | MD 180 Jefferson Pike Greenfield Drive to Ballenger Center Drive | No | 1.7 | Multi-lane reconstruct (includes interchange at US 15) \$110,600 |
| 8 | MD 194 Woodsboro Pike 0.1 mile north of MD 26 to Devilbiss Bridge Road | Yes | 3.3 | Divided highway reconstruct \$61,500 |
| 9 | MD 355 Urbana Pike; Worthington Blvd MD 75 Rel to MD 80 | No | 3.2 | Multi-lane reconstruct \$65,900 |
| 10 | MD 355 Urbana Pike; Worthington Blvd Sprigg Street South to New Technology Way | No | 4.1 | 2 lane reconstruct \$85,500 |
| 11 | MD 355 Urbana Pike New Technology Way to MD 85 | No | 1.5 | Multi-lane reconstruct \$30,700 |
| 12 | MD 464 Souder Road; Point of Rocks Road MD 79 to Corporate limits of Brunswick (Frazer Rd) | No | 1.3 | 2 lane reconstruct \$23,700 |
| 13 | MD 464 Ex Tuscarora Road relocated East of US 15 to 0.25 mile east of Rock Hall Road | No | 0.9 | 2 lane reconstruct/construct \$12,500 |

HIGHWAY NEEDS INVENTORY

Frederick County - Secondary

(Revised 2025)

| Map Ref. | Route-Route Name Limits | County | Priority Length | Improvement Type Cost (\$000) |
|----------|--|--------|---|----------------------------------|
| | US 15 Catoclin Mountain Highway | Yes | Freeway reconstruct (includes interchanges and access control improvements) | |
| 14 | Potomac River to US 340 | 7.2 | \$377,100 | |
| | US 40 AL Old National Pike | No | 2 lane reconstruct | |
| 15 | Washington County line to west of Middletown (Knoll Side Ln) | 4.5 | \$94,000 | |
| | US 40 AL West/East Main Street; Old National Pike | No | 2 lane urban reconstruct | |
| 16 | West of Middletown to West of Hollow Road | 2.7 | \$55,900 | |
| | US 40 AL Old National Pike | No | Divided highway reconstruct | |
| 17 | West of Hollow Road to US 40 | 3.2 | \$85,800 | |

Appendix A: Previous Chapter 30 Project Scores Draft FY 2026-31 CTP

The Maryland Department of Transportation (MDOT) evaluates major transportation projects through a project-based scoring model that is required by the Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30). Major transportation projects are defined as highway and transit capacity projects over \$5 million. The major transportation projects that have been evaluated under chapter 30 and their corresponding scores are shown below. Please note that the maximum allowable score for any project was determined to be 2000. The project prioritization model required under Chapter 30 does not select major transportation projects for funding, but it is one of many tools MDOT utilizes in its project evaluation and selection process.

| Project Name | Sponsor | Score | Rank |
|---|------------------------|--------------|-------------|
| MD 3 (MD 32 to St. Stephens Church Road) | Anne Arundel County | 1376.21 | 1 |
| Parole Transportation Center | Anne Arundel County | 614.36 | 2 |
| MD 170 (MD 100 to south of MD 174) | Anne Arundel County | 276.88 | 3 |
| Odenton MARC Garage | Anne Arundel County | 192.53 | 4 |
| MD 4 (Lous Way to north end of South Patuxent Beach Road) | St. Mary's County | 160.24 | 5 |
| MD 214 (MD 468 to Oakford Avenue) | Anne Arundel County | 116.25 | 6 |
| US 40 & Otsego Street/Ohio Street Intersection | Harford County | 111.67 | 7 |
| MD 27 (Leishear Road to Penn Shop Road) | Carroll County | 69.24 | 8 |
| MD 175 (US 1 to Dorsey Run Road) | Howard County | 56.34 | 9 |
| MD 194 (MD 26 to Devilbiss Bridge Road) | Frederick County | 55.63 | 10 |
| US 50/US 301 (MD 2/MD 450 to Chesapeake Bay Bridge) | Anne Arundel County | 54.42 | 11 |
| MD 26 (MD 32 to Liberty Reservoir) | Carroll County | 29.69 | 12 |
| MD 2 (US 50 to Wishing Rock Road) | Anne Arundel County | 27.62 | 13 |
| MD 117 (I-270 to Watkins Mill Road) | Montgomery County | 26.43 | 14 |
| I-95 (MD 32 to MD 100) | MDOT SHA | 25.97 | 15 |
| MD 18 (Castle Marina Road to the Kent Narrows) | Queen Anne's County | 22.20 | 16 |
| MD 175 (MD 170 to west of MD 295) | Anne Arundel County | 20.56 | 17 |
| MD 197 (MD 450 to Kenhill Drive) | Prince George's County | 18.92 | 18 |
| US 29 (Seneca Drive to Middle Patuxent River) | Howard County | 15.44 | 19 |
| MD 85 (Guilford Drive to south of Ballenger Creek) | Frederick County | 14.38 | 20 |
| I-70 (I-270 to Alternate US 40) | Frederick County | 13.68 | 21 |
| MD 198 (MD 295 to MD 32) | Anne Arundel County | 12.66 | 22 |
| MD 2/4 (Auto Dr to MD 765A) | Calvert County | 10.67 | 23 |
| MD 355 Flash Bus Rapid Transit (Clarksburg to Bethesda) | Montgomery County | 6.59 | 24 |

Appendix A: Previous Chapter 30 Project Scores Draft FY 2026-31 CTP

| <u>Project Name</u> | <u>Sponsor</u> | <u>Score</u> | <u>Rank</u> |
|---|------------------------------------|---------------------|--------------------|
| I-70 (US 29 to US 40) | Howard County | 6.14 | 25 |
| MD 32 (MD 26 to Howard County line) | Carroll County | 5.75 | 26 |
| MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad) | Anne Arundel County | 5.62 | 27 |
| BWI Rail Station and Fourth Track (Grove Interlocking to Winans Interlocking) | MDOT MTA | 5.37 | 28 |
| MD 5 (north of I-95/I-495 to US 301) | Prince George's County | 4.91 | 29 |
| MD 210 (MD 228 to Palmer Road) | Prince George's County | 4.68 | 30 |
| MD 223 (MD 4 to Steed Road) | Prince George's County | 4.31 | 31 |
| MD 4 (I-95/I-495 to MD 223) | Prince George's County | 4.25 | 32 |
| US 29 Bus Rapid Transit (US 40 to Silver Spring Metro) | Howard County | 4.24 | 33 |
| South Side Transit (Branch Avenue Metro to King Street Metro) | Prince George's County | 3.85 | 34 |
| MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235) | St. Mary's County | 3.42 | 35 |
| Southern Maryland Rapid Transit (Branch Avenue Metro to Demarr Road) | Charles & Prince George's Counties | 3.18 | 36 |
| MD 213 Chestertown Bypass (MD 297 to south of MD 544) | Kent County | 2.97 | 37 |

MDOT Priority Letter Submission Form

Submitted by Mark Mishler on Mar 4th, 2026 at 11:45 am

Status: *Completed*

MDOT Priority Letter Submission Form

Introduction

Local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

- Submit Letters in the same way as they have in the past.
- Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement. MDOT may follow up with you to clarify categorization.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

A "feasibility study" takes a project from a concept to 10-15% design, including basic concept development, purpose & need, alternatives development, preliminary scope definition and cost estimates, etc. Once complete, the project is ready for project scoring under project prioritization.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

Section 1. Local Government Information

| | | |
|---------------------------------------|---------------------------|-----------------|
| First Name | Last Name | |
| Mark | Mishler | |
| Title/Role | Government Entity | |
| Transportation Engineering Supervisor | Frederick County Maryland | |
| Email | Phone | |
| mmishler@frederickcountymd.gov | 301-600-6742 | |
| Address Line 1 | | |
| 30 N Market St | | |
| Address Line 2 | | |
| | | |
| City | State | Zip Code |
| Frederick | Maryland | 21701-5420 |

Section 2. Local Government Priorities

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

Promote safety, reduce congestion, provide economic development opportunities and identify a transportation funding mechanism to resolve statewide transportation funding issues.

For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. An example of a priority description is provided below:

- *MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A.*

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

The County continues to request that the Highway User Revenue (HUR) funds be restored to previous levels, as our top system preservation priority. The County has several system preservation programs in the six-year Capital Improvement Program (CIP) that are partially dependent on Highway User Revenue (HUR) to implement effectively.

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

Full Design and 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 conditions and provide important sound and safety barriers for adjacent residential homes and businesses. Notably, during the 24-month period between October 1, 2023 and September 30, 2025, our Division of Fire and Rescue Services transported a total of 144 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 well as the Frederick County General Assembly Delegation, as it will help alleviate safety issues and relieve traffic flow and route capacity challenges in both directions during both peak hours. This is our top transportation priority.

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 the Metropolitan Washington Council of Governments Freight Priorities List and is a key link, essential to improving our regional supply chain network and the efficient transport of goods from the Port of Baltimore. It would also increase safety related to the merge of I-270 and I-70 West, which experiences significant safety issues, and address congestion through this segment as it transitions to the future US 15 widening. This is our top safety and capacity expansion project.

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

Preliminary Planning Funding – US 15: MD 464 to US 340. Investigate menu of options focused on addressing 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; grade-separated interchanges at MD 464 and Mountville Road, new ramp considerations, most notably from eastbound US 340 to southbound US 15. This is our top highway feasibility study request.

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

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 the Metropolitan Washington Council of Governments Freight Priorities List and is a key link, essential to improving our regional supply chain network and the efficient transport of goods from the Port of Baltimore. It would also increase safety related to the merge of I-270 and I-70 West, which experiences significant safety issues, and address congestion through this segment as it transitions to the future US 15 widening. This is our top safety and capacity expansion project.

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

The Libertytown sidewalk project, as the existing sidewalk sections are significantly inadequate and fall short of compliance with standards set by the Americans with Disabilities Act. This Complete Street project will provide pedestrian connectivity along MD 26 and MD 75 from Libertytown Elementary School to the Libertytown Park while incorporating bicycle infrastructure and traffic calming features. Funding to advance design has been federally programmed but funding for construction has not been allocated at this time. This is our top complete streets project.

The County also recognizes the need for at least three (3) new crossings to facilitate the safe movement of non-motorized traffic across US-15, with a priority to the section between The City of Frederick and Thurmont. This is a shared priority with the City of Frederick and has been identified as a critical safety need by the Bicycle and Pedestrian Advisory Commission. This is our top bicycle and pedestrian priority.

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

We would like to request that the state advance the Monocacy MARC Station to Monocacy National Battlefield Visitors Center Shared Use Path project to design. The feasibility study was led by MTA and completed in March 2024 but there have not been any additional updates or coordination on the advancement of the project over the past year. Connecting the MARC station to the battlefield would provide a great tourism opportunity. This is a priority connection within the Monocacy TOD.

8. What are the jurisdiction's priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

Monocacy MARC Station to Monocacy National Battlefield Visitors Center Shared Use Path project to design

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

The County continues to request that the Highway User Revenue (HUR) funds be restored to previous levels, as our top system preservation priority. The County has several system preservation programs in the six-year Capital Improvement Program (CIP) that are partially dependent on Highway User Revenue (HUR) to implement effectively.

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

US 15
I-70
Increased operating funding for Transit
MARC expansion
Defined I-270 corridor plan with transit component

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

Frederick County's housing priorities are being developed through the Housing Element, which proposes targeted expansion of key growth areas near existing population centers. These areas are strategically selected to support further infrastructure planning, such as schools, roads, water, and sewer, and to ensure that future development is both sustainable and equitable. Targeted areas include Ballenger Creek, Spring Ridge, Bartonsville, and Linganore. The South Frederick Corridors (SFC) Plan outlines the incremental redevelopment of commercial and industrial zones along MD 85 and MD 355 into mixed-use neighborhoods. This phased strategy ensures essential infrastructure, such as school capacity, is in place or under development concurrently. Facilitating new residential projects within the SFC area is a key housing priority to ensure development happens where the infrastructure exists and does not sprawl to open space.

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



[2026.03.03 - Letter to Kathryn B Thomson re 2026 Frederick County Transportation Priorities.pdf \(0.56 MB\)](#)



[Attachment 2 - 2026 Annual Transportation Needs and Priorities FINAL.pdf \(3.14 MB\)](#)

I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.

Mark Mishler

I agree to be legally bound by this document.