



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

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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.*

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

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

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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



Jessica Fitzwater, County Executive

MARYLAND STATE DELEGATION OF
FREDERICK COUNTY, MARYLAND



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

2025 Frederick County

Annual Transportation and Priorities Review



Prepared by
Frederick County Division of Planning & Permitting

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- #2 – MDOT Highway Needs Inventory (HNI not updated in 2024)
- #3 – MDOT Chapter 30 Scoring

Introduction

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

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

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

Transportation planning staff also coordinates with individual MDOT and County agencies as appropriate to review opportunities for consistency in project priorities. The priority listings are then considered in the County’s CIP and the Priority Letter transmitted to the Maryland Department of Transportation (MDOT) by April 1. The most recent (2024) MDOT priority letter is attached as Attachment 1.

Roads

Current Status, Funding, and Needs

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

MDOT:

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

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

The HNI was last updated in November 2020. The next update in may include:

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

The financially constrained long-range plan (Visualize 2045) for the Metropolitan Washington region was adopted by the Transportation Planning Board in 2018. The plan, which is formalized every four years, but can be amended at any time, only includes projects that state and local governments can reasonably fund over the next 25 years and lays the groundwork for mandated air quality modeling. On June 20, 2024 The Transportation Planning Board approved moving forward with a second conformity analysis with the I-95/I-495 Southside Express Lanes project and extended the deadline six months for the Visualize 2050 plan and program approval to December 2025.

Specific MDOT projects located in the City of Frederick (“City”) and County are listed on the next page:

Facility	From	To	Improvement	Year	Notes
American Legion Bridge + 270	I-495	I-70/US 40	Construct (Bridge)	2032	Widen, multimodal improvements
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	Conceptual design on hold
US 15	I-70	MD 26	Widen	2035	Add one lane in each direction
MD 85 Phase 3	English Muffin Way	Crestwood Boulevard/ Shockley Drive	Widen	2035	Add two lanes
MD 85 Phase 2	Spectrum Drive	Guilford Drive	Widen	2035	Add two lanes

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

As part of the Maryland Open Transportation Investment Decision Act, the statewide Chapter 30 project score updates were released recently by MDOT (Attachment #3). Thirty-seven (37) 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 38.35; **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 31.07; **Rank #120**
 - Good score attributable to cost/effectiveness and minimal impacts
- **I-70: I-270 to Mt. Philip Road** – Score 18.58; **Rank #21**
 - Lowering project costs would improve score
 - Priority freight movement
 - Capacity improvements at the Port of Baltimore and tunnels allowing double stacked containers will place additional strain on this segment.
- **US 15: I-70 to MD 26** – Previous CTP's funded the full design and construction of this project. Design is currently past the 30% milestone and is expected to reach Semi-Final Design (65% design completion) by late 2024. Construction funding was removed last year and the draft CTP proposes cutting the remaining design funding leaving the project with an uncertain path forward.

Priorities

MDOT:

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

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

Preliminary Planning

1. Libertytown Connector Road

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

2. Old National Pike at MD 75

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

Planning and Design

1. MD 75 Corridor: South of New Market

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

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

2. **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. Request MDOT feasibility and conceptual design, providing the County with the necessary information to submit as part of future prioritization rankings.

3. **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. Request MDOT feasibility and conceptual design, providing the County with the necessary information to submit as part of future prioritization rankings.

System Preservation

1. **US 340/MD17 and MD 180/MD340: Ramp Extensions**

Provide safer merging acceleration lanes from MD 17 and MD 180 to both eastbound and westbound US 340, as well as lengthening the northbound US 15 to eastbound US 340 acceleration lane. (Fund 30). These projects are coordinated directly with the SHA District office and would not go through the full project planning process. These two projects have been combined under one MDOT SHA project and are fully funded for design.

2. **US 15 J-Turns: MD 550 to Roddy Road and Angleberger/Auburn Road**

Continued design and construction funding for US 15 J-Turns. J-turns have proven to be a safer alternative to a traditional roadway intersection on a four-lane highway because they eliminate or greatly reduce right-angle crashes, the crash type most responsible for fatalities and serious injuries at intersections. 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 the district is moving through the various design processes.

5. **Emmitsburg Ridesharing Facility:**

Coordination with a new development to complete access improvements on MD 140 for the necessary park and ride entrance. Provide and promote ridesharing capabilities along with electric charging abilities. This project is nearing construction.

6. **MD 17 (Burkittsville Rd) Bridge, MD 75 (Green Valley Road) Bridge over I-70 and US 15 NB Bridge over MD 77**

The previous bridges outlived their service life and are all in the construction phases of the project. All projects are expected to be completed in 2024.

System Preservation – Recently Completed

1. **MD 17 (Burkittsville Rd) Bridge, MD 75 (Green Valley Road) Bridge over I-70 and US 15 NB Bridge over MD 77**

The previous bridges outlived their service life and are all in the construction phases of the project. All projects are expected to be completed in 2024.

Local Transit

Existing Status, Funding, and Needs

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

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

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

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

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

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

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

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

funding, above current, of \$2,680,000 annually. The expanded service would also require a one-time capital expense of \$4,200,000 for the purchase of seven (7) buses. This expansion of service would result in the need for one (1) additional dispatcher (\$70,000 annually).

Priorities

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

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

Regional Transit

Existing Status, Funding, and Needs

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

Commuter Bus

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

- #515 Line Commuter Bus Service: Add peak reverse flow (back haul) and off-peak service to provide a critical intercity transit link between downtown Frederick and Washington, DC. This will better accommodate travel patterns that have emerged in the post-COVID world.
- Additional Intercity Bus Service: Add bidirectional, on- and off-peak Frederick-Baltimore intercity bus service to provide a critical transit link between the two largest cities in Maryland.
- I-270 Corridor Bus Rapid Transit: This a key element to improving access and expanding the economy along the I-270 corridor. Implementation could occur along MD 355, in cooperation with Montgomery County's BRT plans, or along I-270 when the northern phase of the project moves forward.

MARC Train

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

To bolster the effectiveness of our local transit as well as regional options, The 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 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.

- **Implement MARC Cornerstone Plan**. The County requests for the strategic expansion (as identified in the 2019 plan) of parking, track, yards, maintenance facilities, and systems to accommodate additional peak direction, off and reverse peak and weekend service, as well as longer trains. The identified improvements to the Brunswick Line and those critical for weekend and increased frequency service to Frederick are essential to improve safety, efficiency, and reliability in the system.

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 (*in progress 2024*)
- Update the County's Trail Design Standards and Planning Guidelines (*will be included in the design manual, 2024, and coordinated with the updated bike and trails plan, 2025*)
- 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 Towards Zero Deaths Task Force was established in 2024, based on the previously approved TZD Policy (2020) and TZD Plan (2022), and includes members from the Sheriff's Office, Division of Public Works, Division of Planning and Permitting, Frederick County Public Schools, and the Division of Fire and Rescue Services. These stakeholders will focus on furthering Frederick County's efforts to reduce serious and fatal crashes on our roadways and help prevent driver, pedestrian and bicyclist deaths. 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 with recommendations.

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

On-street bikeways include marked bike lanes, road shoulders, and signed shared roadways. The construction of new shoulders/curb lanes would typically be done as part of a government or developer funded upgrade/reconstruction project for the road itself. Highways with shoulders could be marked either by signs only or with signs and painted markings. Marking and signing of designated bike routes should also be part of planned resurfacing or remarking of county highways on designated bikeways.

The County continues to try 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 several state/federal programs listed above. Completing missing links, establishing Safe Routes to Schools program, and coordination with local, state, and regional efforts are a consideration in identifying funding priorities.

Priorities

Off-Street Shared Use Paths

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

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

Phase I - from Monocacy Boulevard to Fountain Rock Park – Under design, funded for construction with Transportation Alternative Program (TAP) funds

Phase 2 and 3 – from Fountain Rock Park to Heritage Park. Under design with a Kim Lamphier Bikeways Network Program Grant.

Phase 4 – from Heritage Park to Glade Road (north). Under design using a federal Community Project Funding Grant.

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

Phase 1 - From Manor Woods Road and English Muffin Way. Under design using TAP grant funding

Phase 2 – From Manor Woods Road to Greenfield Road. Received a TAP grant award for design, coordinating with MDOT on a revision to the Memorandum of Understanding.

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

Pedestrian Facilities

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

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

- Old National Pike and MD 75 – The Town of New Market would like to investigate the feasibility of the installation of pedestrian facilities at and along the intersection. The roads are under the jurisdiction of the County and MDOT SHA. These improvements may be coordinated with Developer required intersection improvements.

On-Street Bikeways

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

- Considerations for 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.
- Gas House Pike from Frederick City limit to Boyers Mill Road – upgrade, widen and improvement to the roadway which will include a combination of on-street bikeway signage for shared lanes along with established shoulders for bicyclists.
- Bicycles May use Full Lane Signage – Public service announcement regarding the new installation of BMUFL signage on a number of County roadways. As new candidate roads are identified the appropriate signage will be installed by the Division of Public Works.
- Crestwood Boulevard, Corporate Drive, New Design Road, and Royal Oak Drive are being evaluated as potential candidates for improved bicycle and pedestrian facilities. Potential improvements will be determined through corridor or feasibility studies and public outreach. Funding support may be provided through a Safe Streets for All grant.



FREDERICK COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

Jessica Fitzwater
County Executive

John K. Peterson, Chief Administrative Officer

March 4, 2024

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

Re: 2024 Frederick County Transportation Priorities

Dear Secretary Wiedefeld:

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

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

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

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

INTERSTATES AND STATE HIGHWAYS

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

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

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

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

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

TRANSIT – LOCALLY OPERATED TRANSIT SERVICE

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

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

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

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

MDOT MTA – COMMUTER BUS AND MARC TRAIN

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

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

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

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

BIKEWAYS AND SIDEWALKS

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

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

MD 75 CORRIDOR PARTNERSHIP OPPORTUNITY

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

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

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

REGIONAL TRANSIT NETWORK

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

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

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

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Sincerely,

FREDERICK COUNTY GOVERNMENT
FREDERICK COUNTY, MARYLAND



Jessica Fitzwater, County Executive

MARYLAND STATE DELEGATION OF
FREDERICK COUNTY, MARYLAND



Jesse T. Pippy, Chair

Attachment: Frederick County 2024 Annual Transportation Needs and Priorities Review

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

HNI OVERVIEW

1.0 BACKGROUND

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

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

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

2.0 LEGAL BASIS OF THE HNI

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

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

3.0 SCOPE OF HNI

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

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

4.0 ROLE OF THE HNI IN THE PLANNING PROCESS

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

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

5.0 HNI TERMINOLOGY

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

5.1 Primary System

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

5.2 Secondary System

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

6.0 IMPROVEMENT TYPES

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

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

6.1 Reconstruction

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

6.2 Construction

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

6.3 Access Control Improvement

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

6.3.1 Full Control

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

6.3.2 Partial Control

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

6.3.3 Uncontrolled Access

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

6.4 Lane Definitions

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

6.4.1 Divided Highway.

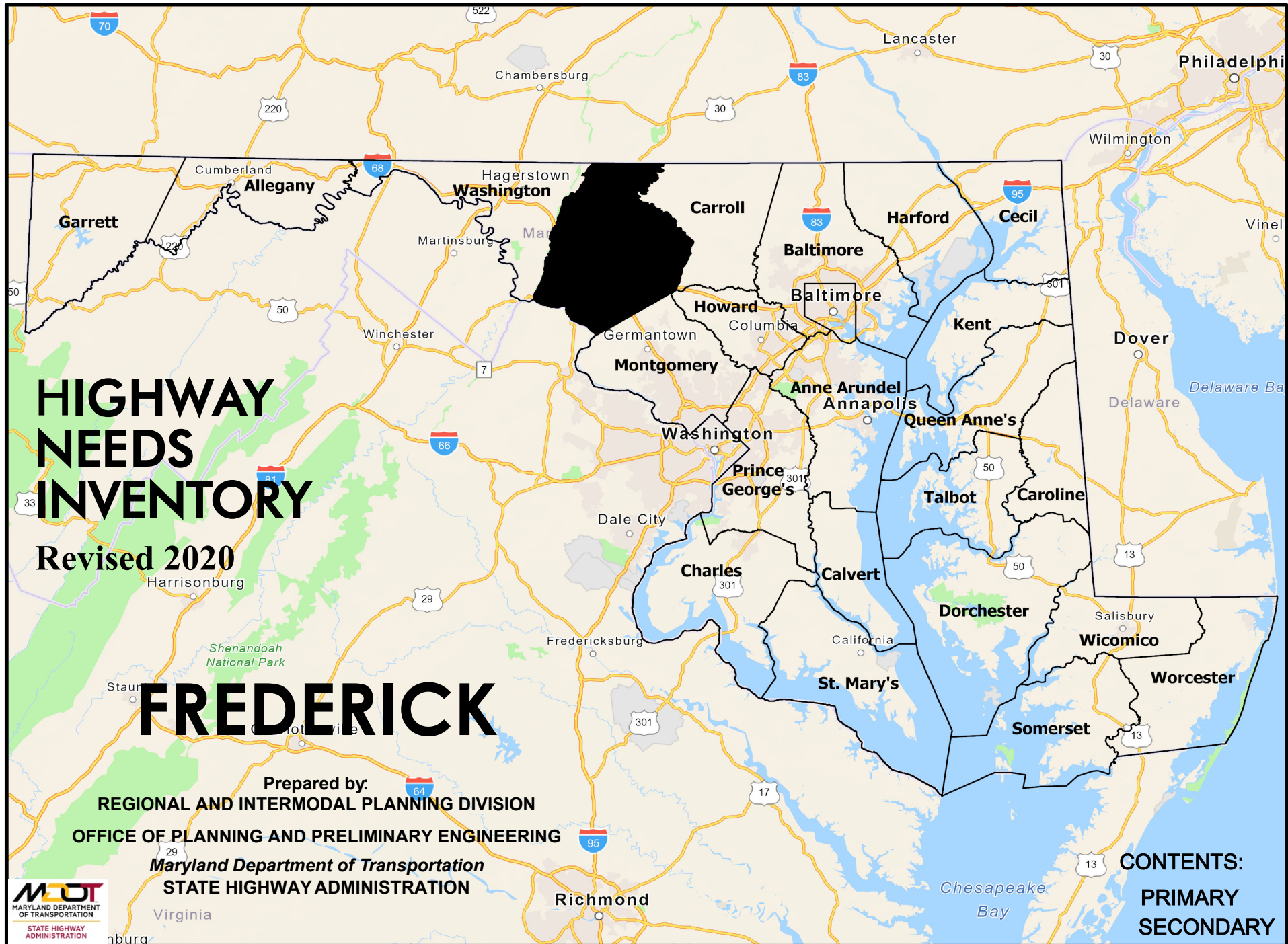
This is a multi-lane highway where opposing roadways are separated by a median or barrier.

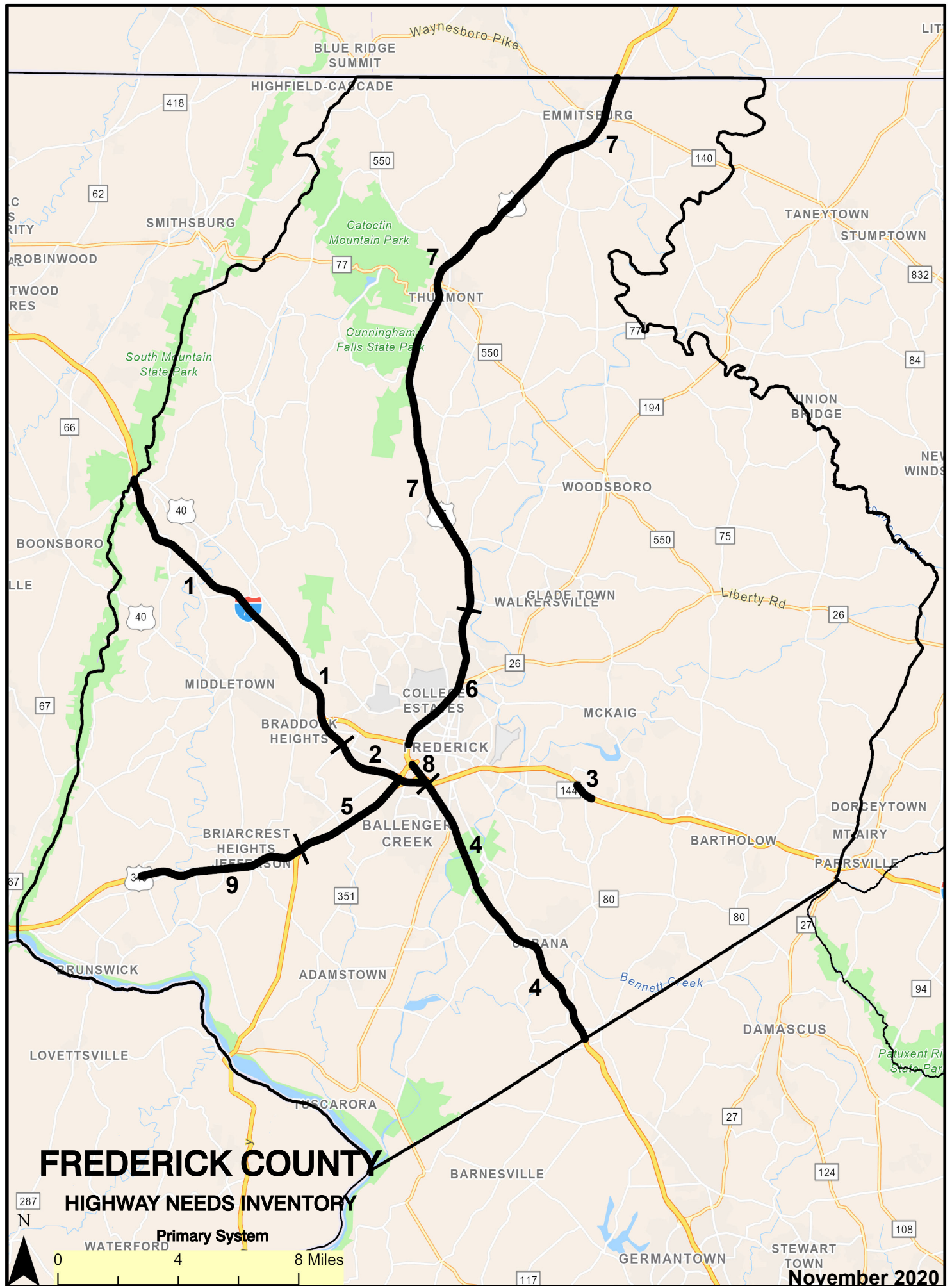
6.4.2 Freeway.

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

7.0 COST ESTIMATES

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



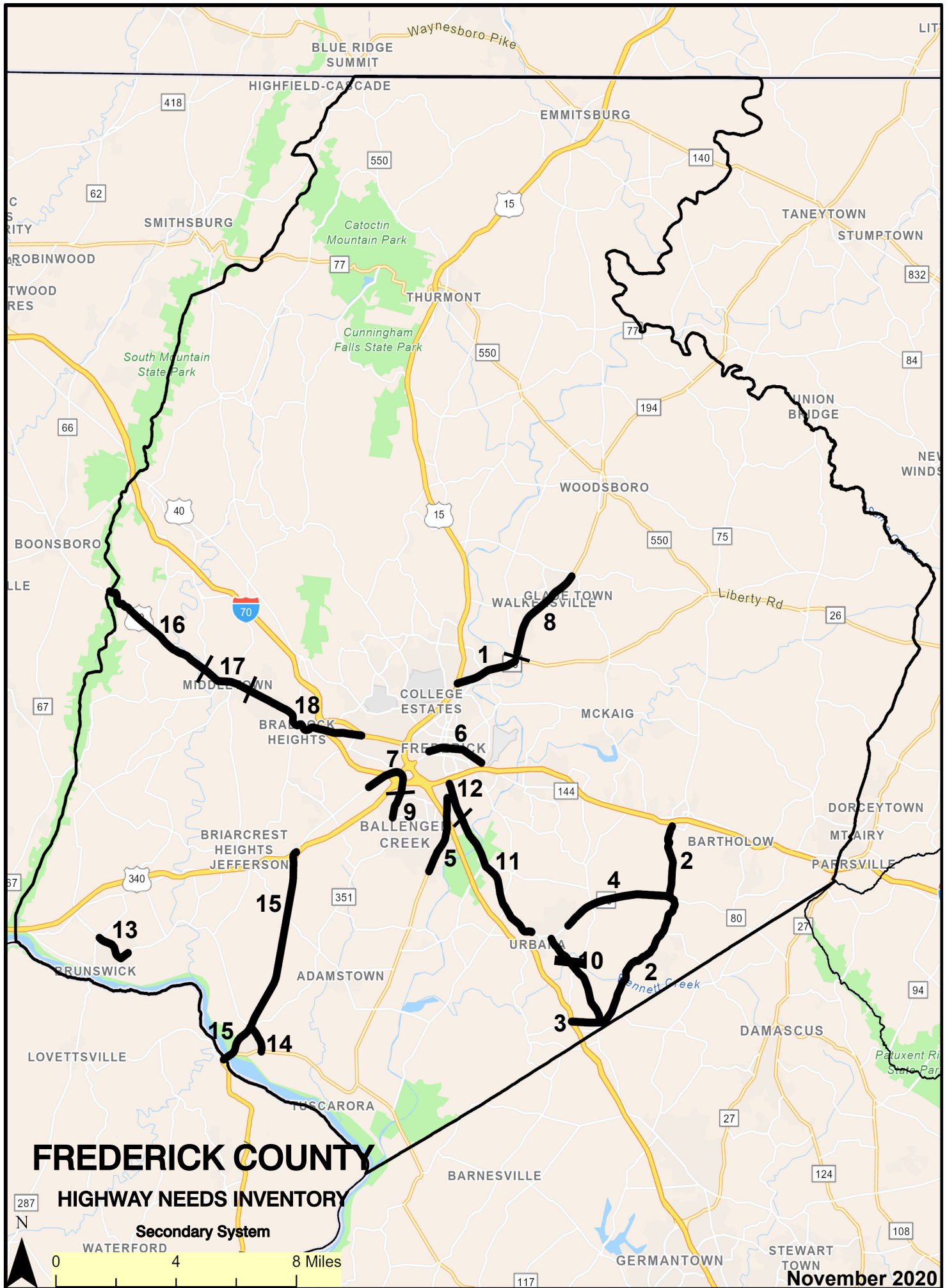


HIGHWAY NEEDS INVENTORY

Frederick County - Primary

(Revised 2018)

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



HIGHWAY NEEDS INVENTORY

Frederick County - Secondary

(Revised 2018)

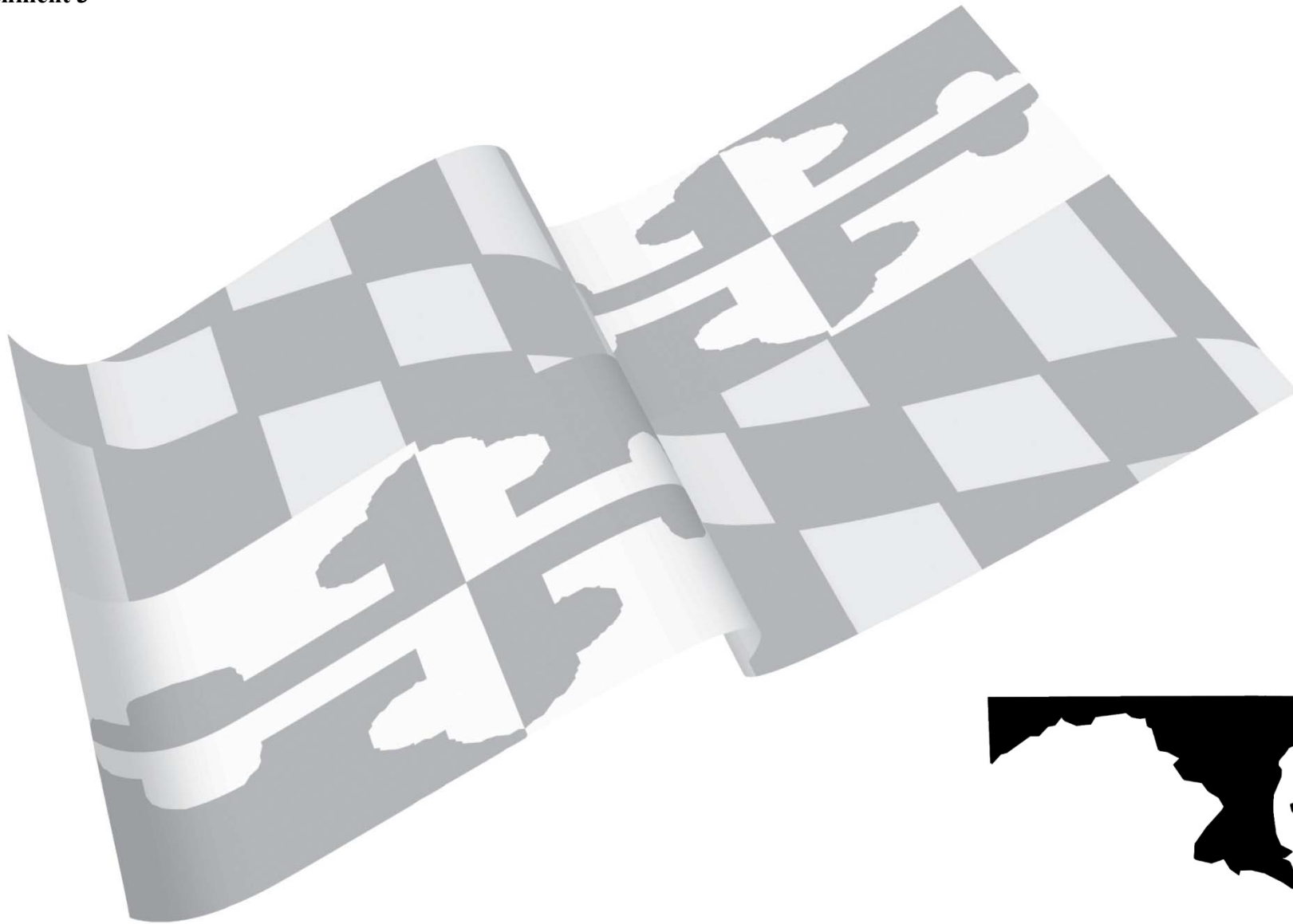
Map Ref.	Route-Route Name Limits	County Length	Priority	Improvement Type Cost (\$000)
	MD 26 Liberty Road		Yes	Multi-lane reconstruct, including a grade separation at Monocacy Boulevard
1	US15 (Catoclin Mountain Hwy) to MD 194 (Woodsboro Pike)	2.1		\$118,700
	MD 75 Green Valley Road		Yes	Multi-lane reconstruct
2	MD 355 to I-70	8.1		\$136,800
	MD 75 Ex Green Valley Road		Yes	Multi-lane construct, including a new interchange at I-270
3	MD 355 (N. Frederick Road) to I-270	1.2		\$112,000
	MD 80 Fingerboard Road		No	Multi-lane reconstruct
4	MD 75 to Carriage Hill Drive	3.9		\$71,700
	MD 85 Buckeystown Pike		Yes	Multi-lane divided reconstruct, including interchange reconstruct at I-270
5	English Muffin Way to north of Grove Road.	2.4		\$187,300
	MD 144 FA West Patrick Street		No	Two-lane urban reconstruct, including a grade separation at I-70
6	Monocacy Blvd to Jefferson Street	1.9		\$36,300
	MD 180 Jefferson Pike		No	Multi-lane reconstruct (includes interchange at US 15)
7	Greenfield Drive to Ballenger Center Drive	1.7		\$109,500
	MD 194 Woodsboro Pike		Yes	Divided highway reconstruct
8	0.1 mile north of MD 26 to Devilbiss Bridge Road	3.3		\$56,000
	MD 351 Ballenger Creek Pike		No	Multi-lane reconstruct
9	Corporate Drive to Ballenger Center Drive	3.3		\$45,000
	MD 355 Urbana Pike		No	Multi-lane reconstruct
10	MD 75 Rel to MD 80	3.2		\$44,900
	MD 355 Urbana Pike		No	2 lane reconstruct
11	Sprigg Street South to New Technology Way	4.1		\$81,700
	MD 355 Urbana Pike		No	Multi-lane reconstruct
12	New Technology Way to MD 85	1.5		\$20,800

HIGHWAY NEEDS INVENTORY

Frederick County - Secondary

(Revised 2018)

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



Appendix A: Chapter 30 Project Scores Final FY 2025-30 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 evaluated through the scoring model in this year's CTP 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.

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
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: Chapter 30 Project Scores Final FY 2025-30 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

Appendix B: Previously Scored Chapter 30 Projects that Entered Construction Program

Appendix A describes the Chapter 30 scoring model. The projects listed below were not evaluated for this current CTP. Instead, they were scored in previously years and have since entered the Construction Program in FY 2023 or FY 2024, in whole or in part. The list includes projects that have been temporarily suspended from the Construction Program due to funding shortfalls but are set to reenter it when funding becomes available. Such projects do not need rescoring to reenter the Construction Program. If phases of a project enter the Construction Program, applicants are required to update the project limits for the remainder of the project and submit a full application for it to be scored.

<u>Project Name</u>	<u>Sponsor</u>	<u>Phase(s) Scored</u>	<u>Phase(s) Entered</u>	<u>FY Entered</u>	<u>Score</u>	<u>Rank</u>
US 15/US 40 (I-70 To MD 26)	Frederick County	---	---	2023	13.22	20
I-795 @ Dolfield Boulevard Interchange	MDOT SHA	---	---	2023	5.51	29
I-97 (US 50 to MD 32)	MDOT SHA	---	---	2023	12.88	22
US 219 (Old Salisbury Road to Pennsylvania state line)	MDOT SHA	---	---	2023	13.05	21
US 220 and MD 53 at Cresaptown	MDOT SHA	---	---	2023	35.85	12
I-95/I-495 @ Greenbelt Metro Station Interchange	Prince George's County	---	---	2024	14.38	20
MD 5 (MD 246 to MD 471)	St. Mary's County	---	---	2023	27.43	14
I-81 (north of MD 63/MD 68 to Pennsylvania state line)	Washington County	2 to 4	2	2023*	11.40	23

*The I-81 project was also scored in FY 2024 in error