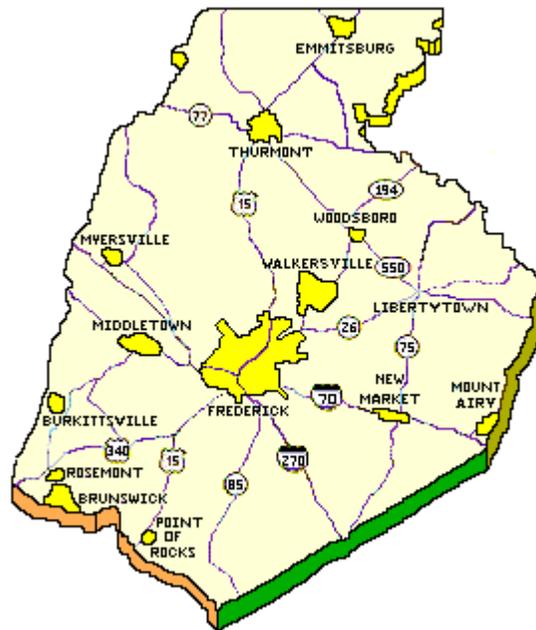


Frederick County, Maryland

Annual Transportation Priorities Review - 2014

Staff Report - March 6, 2014



Prepared by: Frederick County Community Development Division

Introduction

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

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

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

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

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Appendix:

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

County Transportation Funding of Transportation Projects

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

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

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

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

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

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

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

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

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

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

Public-Private Partnerships

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

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

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

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

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

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

State Highway Priorities

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

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

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

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

Significant CTP Project Additions since 2013 Priorities Report

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

State PRIMARY Highway Priority Listing

Project Planning

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

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

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

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

Final Design

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

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

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

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

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

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

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

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

Construction

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

State SECONDARY Highway Priority Listing

Feasibility Study

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

Project Planning

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

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

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

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

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

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

Final Design

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

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

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

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

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

Project Status: Project planning has been completed.

Construction

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

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

State SYSTEM PRESERVATION Highway Priority Listing

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

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

Local Transit

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

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

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

Local Transit Recommendations FY14 – FY19 (in priority order)

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

Regional Transit

MTA Commuter Bus

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

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

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

MARC Commuter Rail

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

Regional Transit Priorities

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

Commuting enhancement recommendations, in general order of priority include:

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

Bicycle and Pedestrian Facilities

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

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

Off-Street Shared Use Paths

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

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

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

Planning

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

County Projects: Design / Construction

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

Municipal Projects: Design / Construction

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

On-Street Bikeways

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

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

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

Table 1: Frederick County Priority On-street Bikeway Corridors

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

Pedestrian Facilities

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

State Sidewalk Retrofit Program

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

Table 2: State Sidewalk Retrofit Projects in Frederick County

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

County Sidewalks / Safe Routes to School Program

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

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

Recommendation

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

State Community Safety and Enhancement Projects

Streetscape Projects

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

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

Access to Transit Projects

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

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

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

Municipal Projects - Access to Transit

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

Frederick Municipal Airport

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

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

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

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

Appendix 1: SHA CTP Major Highway Projects FY2014-FY2019

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

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

Appendix 3: Final 2013 Priorities Letter to MDOT