



BOARD OF COUNTY COMMISSIONERS FREDERICK COUNTY, MARYLAND

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April 30, 2012

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Ms. Beverley K. Swaim-Staley, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: FY 2013 Frederick County Transportation Priorities

Dear Secretary Swaim-Staley:

On behalf of the Board of County Commissioners of Frederick County and the Frederick County Delegation, we are writing to share the County's transportation priorities for consideration in the development of the FY 2013 - FY 2018 Maryland Consolidated Transportation Program (CTP).

Frederick County has numerous transportation priorities to address both congestion and traffic safety. Our top priorities for highways are:

#1 Construction Funding - US 15 Monocacy Boulevard Interchange

This interchange is a BRAC priority project and is needed to address public safety issues at US 15 and Hayward Road, and area capacity and transit needs. The State, County and the City of Frederick have equally funded final design.

#2 Project Planning Funding - Meadow Road/I-70 Ramps

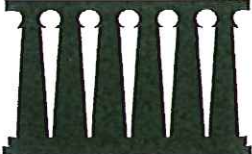
The missing ramps to/from the west would be built as a public-private partnership (P3) but need NEPA and IAPA approvals before construction can commence. MD 144 between Frederick and New Market is over burdened with traffic that cannot directly access I-70 without the missing ramps. The County has agreed to pay \$500,000 of the planning costs.

#3 Final Design Funding - MD 85 Phase 2

This improvement would dualize MD 85 from Crestwood Boulevard to English Muffin Way and improve safety and increase capacity in the County's largest commercial/industrial job corridor, filling in the gap between developer constructed improvements.

A complete and more detailed listing of top Frederick County Transportation Priorities is enclosed. This listing includes priorities for highways, transit, and the Frederick Municipal Airport. Frederick County has contributed local funding to advance a number of these projects and will continue to partner with the Maryland Department of Transportation (MDOT) to advance our priority projects.

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Ms. Beverley K. Swaim-Staley, Secretary
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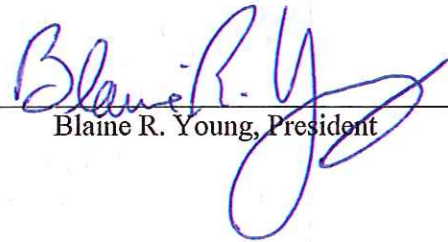
Our top non-highway priority is the Point of Rocks MARC Station Platform Extension project to accommodate stops originating in Frederick, which would significantly reduce peak period headways and increase MARC ridership.

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

Sincerely,

BOARD OF COUNTY COMMISSIONERS
OF FREDERICK COUNTY, MARYLAND

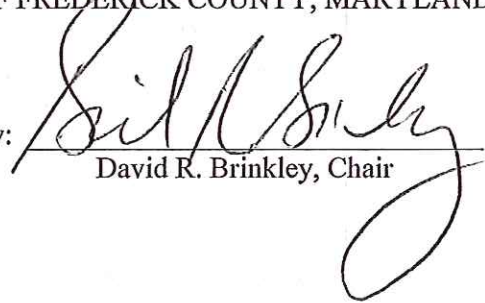
By:



Blaine R. Young, President

STATE DELEGATION
OF FREDERICK COUNTY, MARYLAND

By:



David R. Brinkley, Chair

BRY/RTB/jmg
Enclosure

cc: Frederick County Delegation Members
The Honorable Randy McClement, Mayor, City of Frederick
Board of County Commissioners
David B. Dunn, County Manager
Eric E. Soter, Director, Community Development Division
Thomas J. Meunier, P.E., Director, Public Works Division
Sherry C. Burford, Director, Transit Services Division
Joyce M. Grossnickle, Administrative Officer, Office of the County Manager
Ralign T. Wells, Administrator, Maryland Transit Administration
Ashish Solanke, Administrator, Maryland Aviation Administration
Melinda Peters, Administrator, State Highway Administration (SHA)
Dave J. Coyne, District Engineer, SHA

Summary of Recommended 2012 Transportation Priorities

State Primary Highways

Project Planning

I-70/Meadow Road Interchange – Restart planning and provide \$1,000,000 to fully fund project planning. Frederick County has \$500,000 allocated to assist SHA in project planning funding.

Overall County Highway Priority #2

Final Design

- **I-70 Phase 4** (Mainline widening from I-270 west to Mt. Phillip Road) - request additional \$6 million in funding to complete design and engineering. This is a Priority Regional Freight Project
- **I-270/US 15 Multi-Modal Corridor Study** With the completion of the planning study in 2010, Frederick County in coordination with the City of Frederick, Montgomery County and the Maryland Department of Transportation, will begin the process of defining and prioritizing breakout projects to move forward with design and engineering. Potential I-270/US 15 Priority Breakout Projects include:
 - US 15 – Widening and bridge replacements from I-70 to MD 26
 - Auxiliary Lanes along US 15 between I-70 and MD 26
 - Improvements in support of premium rapid bus service in I-270/US 15 Corridor
 - US 15 – Widening from MD 26 to Biggs Ford Road
 - I-270/MD 75 – New interchange and MD 75 Relocated – recommend existing interchange at MD 109 remain open
 - I-270 – Addition of Managed Lanes from North of MD 80 to MD 121
 - I-270 – Widening from I-70 to start of Managed Lanes (North of MD 80)

Construction

US 15/Monocacy Blvd Interchange – request right-of-way (\$13.8 million) and construction (\$68.5 million) funding. Design/engineering will be completed in 2012. This is a BRAC related project. **Overall County Highway Priority #1**

State Secondary Highways

New Project Planning Starts

MD 194 – This project includes the widening to a 4-lane divided roadway between MD 26 and Devilbiss Bridge Road. Section from MD 26 to Walkersville High School entrance has right-of-way and preliminary design from a prior project. This project would address both capacity and safety needs. As a top Systems Preservation Project priority, interim safety improvements at high crash locations need to be analyzed and improved.

Final Design

MD 85 Phase II - Frederick County requests funding for completion of final design for Phase II of the MD 85 project from Crestwood Blvd to just south of English Muffin Way. This project would be able to take advantage of ongoing developer constructed improvements and developer funding contributions. **Overall County Highway Priority #3**

Construction

MD 85 Phase I - Frederick County requests construction funding to advance Phase I of the MD 85 project (I-270 interchange reconfiguration). The county has contributed \$2.1 Million to planning, design and engineering for this project. The county encourages SHA to maximize consistency with MD 85 interchange design compatibility with the ultimate interchange alignment associated with the I-270/US 15 multi-modal study.

Local Transit

- Frederick County requests funding to expand Connector route service to provide 30-minute service frequencies throughout the day. This is a BRAC related project.
- Frederick County requests 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 is a BRAC related project.

Regional Transit

- **MTA commuter bus / SHA Park & Ride** - Establish additional service from north of the City of Frederick to serve the Monocacy MARC Station and Shady Grove Metro. This service would initially include stops at the proposed US 15 / Monocacy Blvd Park & Ride and consideration for future stops at proposed Park & Rides in the Emmitsburg/Thurmont Region. The County encourages MDOT to explore funding partnerships between MTA and SHA for the identification of construction funding for the park and ride lot component of the US 15 at Monocacy Boulevard interchange project. This is a BRAC related project.
- **MTA commuter bus** – Establish additional premium commuter bus service in I-270 / US 15 corridor from Frederick County to various locations in northern Montgomery County as identified in the I-270/US 15 multi-modal study. Perform feasibility study to provide bus only shoulder lanes on the peak period congested sections of I-270 between I-70 and I-370 that would be consistent with the ultimate mainline improvement and thus improve commuter bus travel time in the corridor.
- **MARC System** - Construct platform improvements at Point of Rocks Station for Frederick Spur line trains to board or disembark at Point of Rocks. **Overall #1 non-highway project**

Frederick County Streetscape, Sidewalk Retrofit, Access to Transit & Bicycle Retrofit Projects

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

- Monocacy MARC Station Access Trails – Reichs Ford Road to Rail Station and Rail Station to I-270 Technology Park / FSK Mall – Including Crossing of MD 355

Municipal Access to Transit Projects

City of Brunswick

- MD 464 (Souder Road - Brunswick) from Maple Ave to 9th street, existing sidewalk retrofit project

City of Frederick

- MD 26 – Waterside Drive to Long Meadow Drive (southeast side of MD 26, Also requested as sidewalk retrofit)

Town of Thurmont

- MD 550 / MD 806 – North Altamont to Woodside – Crossing Improvements and East Side Sidewalks

Town of Walkersville

- MD 194 at E. Frederick Street to Glade Blvd (Walkersville) – Crossing and ADA issues

Streetscape Projects

- **Town of New Market Streetscape** The Town of New Market and Frederick County request restoration of design and construction funding deferred due to 9/08 revenue reduction for this streetscape project in the town of New Market.
- **Jefferson Streetscape** – Frederick County requests restoration of design funding deferred due to 9/08 revenue reduction and addition of construction funding for this longstanding streetscape project in the unincorporated community of Jefferson.

Sidewalk Retrofit Projects

- **MD 26 Sidewalk Retrofit** – Request Construction funding for sidewalk retrofit project between Longmeadow Dr (Monocacy Shopping Center) & Waterside Drive in the City of Frederick.

Frederick Municipal Airport

Federal

- **Restore ACIP Funding:** restore FAA Trust Fund funding to airports so that Frederick Municipal may receive grant reimbursements in the amount of \$13.65M in forward funded property acquisitions.

State

- **Property Acquisition Funding:** fund the MAA standard portion of 2.5% towards the forward funded properties acquired by the City. MAA contribution would be \$341,250.00.

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: I-70/Meadow Road Interchange Expansion
- 2) Submitting Jurisdiction: Frederick County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Existing Interchange of I-70 and Meadow Rd/Old National Pike/MD 144 between Frederick and New Market
- 4) Anticipated cost and funding source (approximate if available): approximately \$1.5 million for Project Planning, Executed Agreement for Frederick County to contribute \$500,000
- 5) Description of project purpose and need (up to one paragraph): This project would complete the late 1980's partially constructed interchange providing the missing ramps to and from the west. Traffic to/from the greater New Market/Lake Linganore community growth area (CGA) must travel east through historic New Market or west via MD 144 and into Frederick City for access with I-70 to/from the west resulting in overcrowded local roads, un-necessarily increased VMT and the potential for a major bottleneck at the MD 144/Monocacy Blvd intersection when Monocacy Blvd opens up later this year to the north and to the MD 26 corridor.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: No - CLRP Proposed Construction Date: 2020
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project adheres to the 2010 Comprehensive Plan Goal to "Maintain and enhance the quality of the transportation system to assure an acceptable level of service, safety and travel conditions for all roadway users and Plan Policies to 1) "Maximize transportation network connectivity by providing an interconnected street and transportation network within and between new and existing development" by providing a necessary link to the interstate system for long distance travel and relieving congestion on local streets local, 2) "Support coordinated efforts to pursue Federal, State, local, non-profit and private funding for transportation improvements" by having the IAPA and Project Planning performed by SHA with County subsidy and developer construction of the critical element (WB On-Ramp) of the project and 3) "Encourage the preservation and maintenance of state /national scenic byways in ways that retain their natural