



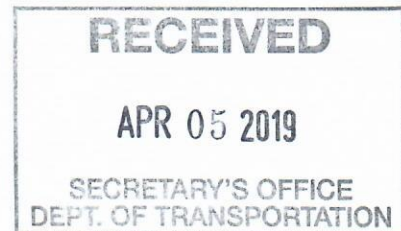
FREDERICK COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

Jan H. Gardner
County Executive

Rick Harcum, Acting Chief Administrative Officer

April 1, 2019



Mr. Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: 2019 Frederick County Transportation Priorities

Dear Secretary Rahn:

On behalf of Frederick County, we are writing to share the County's transportation priorities for consideration in the development of the FY 2020 - FY 2025 Maryland Consolidated Transportation Program (CTP).

We are very pleased with the level of construction activity in the County, such as the recently opened US 15/Monocacy Boulevard Interchange, progress on the MD 85/I-270 Interchange and soon to be constructed MD 180 project in the vicinity of US 340/15. We are also appreciative of the new projects in Frederick County that have received recent funding in the current DRAFT FY 2019 - FY 2024 CTP including:

- MD 464 Bridge Replacement: Over Little Catocin Creek
- MD 180/Mount Zion Road Roundabout
- MD 26/Water Street/Old Annapolis Road: Signal and turn lanes

A transportation priorities review is conducted by the County annually to address the Maryland Department of Transportation (MDOT) project priorities. This review is formally presented to the County Planning Commission, Transportation Services Advisory Council (TSAC), the County Council and mayors from the City of Frederick and municipalities. Comments and recommendations from these groups are forwarded to the County Executive and the Maryland State Delegation for their consideration and final approval. All of the presentations are open to the public.

We continue to be very concerned that the US 15 breakout project of the I-270/US 15 multimodal project, currently undergoing project planning re-evaluation and funded for partial final design, has been pushed back on the construction complete schedule, from an anticipated early 2020's to 2030, and is not progressing through the project development process in a timely manner. US 15, between I-70 and MD 26, fails during both peaks hours in both directions and continues to add to the State's crash and fatality counts. It has consistently been our number one overall priority.

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We would also like to once again bring to your attention to the park and ride lot project proposed at the interchange of US 340 and Mount Zion Road, long funded for construction, a lot that is used for satellite parking for the Point of Rocks MARC station. There continues to be a need to accommodate the overflow from the existing lots at this location. We don't believe it should take over four years just to design and build a parking lot and are disappointed that this concern has been ignored by MDOT SHA over the past years.

Our overall top priorities for project advancement include:

Major Roadways

1. **Construction Funding – US 15: I-70 to MD 26**
This cost effective improvement would eliminate the only segment within the US 15/I-270 Multimodal Study area that is over capacity in both directions and in both peaks, and improve access to jobs in the region, including the County's top employer – Fort Detrick.
2. **Design Funding – MD 85 Phase II/III: Ballenger Creek to Guilford Drive**
This project proposes improvements to widen/reconstruct to a 4-6-lane divided roadway with bicycle and pedestrian improvements. These improvements can help in supporting redevelopment opportunities and improving motorist safety in this area.
3. **Project Planning Funding – MD 194: MD 26 to Devilbiss Bridge Road**
This project proposes the widening from a 2-lane to a 4-lane divided urban boulevard, addressing both capacity and safety issues. Right-of-way has essentially been acquired for the majority of the project. The priority first phase for construction is from MD 26 to Walkersville High School.

System Preservation and Safety Projects – Construction Funding

1. **US 15 Southbound Auxiliary Lane**
MD 26 to Motter Avenue
2. **US 15 J-Turn**
MD 550 to Roddy Road
3. **US 340: West of US 15 – Extension of On-ramps**
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.

Transit – Local Bus

1. **TransIT Plus**
Expand paratransit service to meet growing demand. **To meet the current unmet needs** will require additional operating funding: Year 1 – funding for an additional driver and a small vehicle. Ongoing funding in operating to fund the driver.
2. **Bus Replacement**
Purchase three to four large all electric transit buses over each of the next three years.
3. **Connector Service**
Increase annual operating funding to provide 30-minute service frequencies from start of service to 6 p.m. This project directly facilitates job growth.

MTA - Commuter Bus

1. **#515 Line Commuter Bus Service**
Add peak, reverse (back haul) peak, off peak/mid-day, and weekend trips; commence service from the new US 15/Monocacy Boulevard park and ride lot.
2. **I-70 Corridor Commuter Bus Service**
Propose new service from Frederick City to the BWI Employment District. This would be able to serve the New Market, Linganore, and Mount Airy communities as well.
3. **I-270 Bus on Shoulder**
Propose permitting bus use on shoulders (BOS) on I-270, along with necessary shoulder upgrades, to provide shorter travel times for existing and expanded commuter bus service, until the express toll lanes are constructed.

MTA – MARC Commuter Rail

1. **CSX Capacity Enhancement**
Add 3rd track in Barnesville Hill section in Montgomery County.
2. **MARC Service Expansion**
Add an additional morning and evening train between Brunswick and Union Station, as well as mid-day, reverse peak and weekday service to Frederick. This will increase the attractiveness for jobs in Frederick as residential growth soars at downstream stations in D.C. and Silver Spring.
3. **Point of Rocks Platform**
Construct new platform to allow Frederick Branch trains to stop at Point of Rocks, which will provide additional train options for riders using the Point of Rocks station.

Off-Street Shared Use Paths

1. **Pennsylvania Railroad Trail**
This would be an extension of the City's East Street Rail/Trail from Worman's Mill across the Monocacy River to the Heritage Farm Park (3.8 miles). This is a rail with trail project as the track is still being used by the Walkersville Southern Railroad. This project would need coordination between the City of Frederick, Town of Walkersville, Maryland Transit Administration, and the Walkersville Southern Railroad.
2. **New Design Road Side Path**
C & O Canal Towpath to English Muffin Road. This project would connect the City of Frederick with the C & O Towpath and then north to Point of Rocks and Brunswick.
3. **H&F Trolley Trail Phase 3**
Moser Road to Catocin Furnace (2.7 miles). This would be coordinated with the Town of Thurmont. Part of the Grand History Trail.

Sidewalks

1. **Urbana Pike: Stone Barn Drive to Urbana Elementary School**
Connects the reconstructed elementary school with a large part of Urbana
2. **MD 17: Village of Wolfsville**
Connects elementary school and day care where children walk in the road
3. **MD 28: MARC Station Access Improvements**
Connects community to Point of Rocks MARC Station

Frederick Airport (City of Frederick)

1. **Runway 5-23: Obstruction removal**
Phase 3 construction
2. **Runway 5-23: Runway 5 Extension**
Phase 1 design/construction
3. **Runway 5-23: Runway 5 taxiway**
Phase 2 design/construction


In the coming year or two we plan to formally request that the Monocacy MARC Station, serving both commuter rail and bus, as well as local transit bus, be designated an official MDOT Transit Oriented Development site. This station has 814 parking spaces and is serviced weekdays by six MARC trains, 54 commuter buses and several more local TransIT buses. Once an anticipated corridor study is underway in this area, we will involve the MDOT staff in the planning process, as we expect that the Transit Oriented Development (TOD) would be a major centerpiece of this planning area.

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

Sincerely,

FREDERICK COUNTY GOVERNMENT
FREDERICK COUNTY, MARYLAND


Jan H. Gardner
County Executive

STATE DELEGATION OF
FREDERICK COUNTY, MARYLAND


Carol L. Krimm
Chairman of Delegation

Attachments: Project Questionnaires

cc: Frederick County Delegation
Frederick County Council
The Honorable Michael C. O'Connor, Mayor, City of Frederick
Rick Harcum, Acting Chief Administrative Officer, Office of the County Executive
Steven C. Horn, Director, Frederick County Planning and Permitting Division
Ronald T. Burns, Transportation Engineering, Frederick County Planning and Permitting Division
Charles F. Nipe, Director, Frederick County Public Works Division
Nancy J. Norris, Director, Frederick County Transit Services Division