

FREDERICK COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

Jan H. Gardner
County Executive

Raymond V. Barnes, Jr., Chief Administrative Officer

April 1, 2018

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

Re: 2018 Frederick County Transportation Priorities

Dear Secretary Rahn:

On behalf of Frederick County ("County"), we are writing to share our transportation priorities for consideration in the development of the FY 2019 – FY 2024 Maryland Consolidated Transportation Program (CTP).

We are very grateful for the projects in the County that have received recent funding in the current DRAFT FY 2018 – FY 2023 CTP including:

- The Innovative Congestion Management project for I-270 included in the interstate construction program. This project covers I-270 from the Capital Beltway (I-495) to MD 80 in Urbana;
- MD 478 (Knoxville Road) bridge over a branch of the Potomac River included in the Secondary Construction Program; and
- MD 17 (Burkittsville Road) sidewalk from B Street to Center Street

In addition, we are pleased with the Governor's commitment to a Public-Private Partnership to add needed capacity on I-270 from the Capital Beltway to I-70, building four new electronic toll lanes, two in each direction, from MD 121 to I-70.

A transportation priorities review is conducted by the County annually to address the Maryland Department of Transportation's (MDOT) project priorities. This review is formally presented to the County's Planning Commission, Transportation Services Advisory Council, and the County Council. Comments and recommendations from these groups, as well as the City of Frederick and other Frederick County municipalities, are forwarded to the County Executive 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.

Our overall top highway priorities for major project advancement include:

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 that is over capacity in both directions in both peaks, improving 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 in this area.

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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 roadway, addressing both capacity and safety issues. Right-of-way has essentially been acquired for the majority of the project. The initial segment to be constructed would be from MD 26 to Walkersville High School.

We are concerned to recently learn that the US 15 breakout project of the I-270/US 15 multimodal project, currently undergoing project planning re-evaluation and funded for final design, has been pushed back on the construction complete schedule, from an anticipated early 2020's to 2030. This project has consistently been our number one overall priority since the US 15/Monocacy Boulevard interchange was funded several years ago. With the acceleration of the I-270 P3 project to a construction complete date of 2025, we have major and very legitimate concerns that US 15 will not be able to handle the travel demand with four lanes of traffic feeding into it since today with only two lanes, traffic regularly queues on I-270 back to the MD 85 interchange during peak periods. US 15, between I-70 and MD 26, fails during both peaks hours in both directions right now. We strongly urge MDOT to perform a systems planning exercise to examine the impacts of the current schedule and recommend remedies to keep this project moving forward for construction.

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, currently funded for construction. There continues to be a need to accommodate the overflow from the existing lots at this location. We do not believe it should take over three years just to design and build a parking lot and are disappointed that this has not been addressed by the MDOT State Highway Administration over the past year.

Other non-highway top priorities include:

Transit – Local Bus

1. TransIT Plus

Expand paratransit service hours to 7 a.m. – 6 p.m. to meet growing demand. Will require additional operating funding: Year 1 – additional \$62,000; Years 2-5 – additional \$23,000 per year with a state contribution.

2. Bus Replacement

Purchase three to four large all electric transit buses over each of the next three years - \$2,256,000 (minimum of \$2,030,400 federal/state).

3. Connector Service – Increase annual operating funding, \$439,000 (\$395,000 federal/state), 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, mid-day, and weekend trips.

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.

MTA – MARC Commuter Rail

1. 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.

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.

Frederick Airport

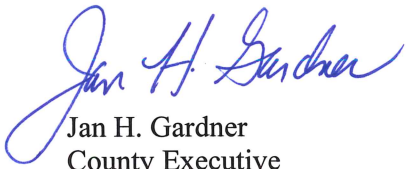
1. **Runway 5-23 obstruction removal** (Phase 3 final design) – FY 2017/2018
2. **Runway 5-23 obstruction removal** (Phase 3 construction) **and extend Runway 5** (Phase 1 design) – FY 2018/2019
3. **Runway 5 extension** (Phase 1 construction) **Runway 5 extension** (Phase 2 design for taxiway relocation) – FY 2019/2020

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, Frederick County Planning and Permitting Division, at 301-600-6742 or rburns@frederickcountymd.gov.

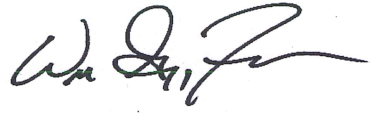
Sincerely,

FREDERICK COUNTY GOVERNMENT
FREDERICK COUNTY, MARYLAND

STATE DELEGATION OF
FREDERICK COUNTY, MARYLAND



Jan H. Gardner
County Executive



Delegate William Folden, Chair
Frederick County Delegation

Attachments: ATPR 2018 and Project Questionnaires

pc: Frederick County Delegation

Frederick County Council

The Honorable Michael C. O'Connor, Mayor, City of Frederick

Raymond V. Barnes, Jr., Chief Administrative Officer, Office of the County Executive

Steven C. Horn, Director, Frederick County Planning and Permitting Division

Ronald T. Burns, P.E., Frederick County Planning and Permitting Division

Charles F. Nipe, Director, Frederick County Public Works Division

Nancy J. Norris, Director, Frederick County Transit Services Division