



# FREDERICK COUNTY GOVERNMENT

## OFFICE OF THE COUNTY EXECUTIVE

Jan H. Gardner  
County Executive

W. Paul Dial, Chief Administrative Officer

May 25, 2017

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

Re: 2017 Frederick County Transportation Priorities

Dear Secretary Rahn:

On behalf of Frederick County, I am writing to share the County's transportation priorities for consideration in the development of the FY2018-FY2023 Maryland Consolidated Transportation Program (CTP).

Frederick County has numerous transportation priorities to address both congestion and traffic safety which are described in the attached Annual Transportation Priorities Review Report.

I am very grateful for the number of projects in Frederick County that have received recent funding in the current CTP including the Jefferson Streetscape project and safety/pedestrian improvements on MD 26 in Libertytown.

My overall top priorities for highways 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. Project Planning Funding - MD 194: MD 26 to Frederick Rd.**  
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.
- 3. Design Funding - MD 85 Phase II: Spectrum Dr. to Guildford Dr.**  
This project proposes improvements to widen/reconstruct to a 6-lane divided roadway with bicycle and pedestrian improvements. These improvements can help in supporting redevelopment opportunities in this area.

In addition to these priorities, I would also urge the state to complete the EIS for the I-270/US 15 Multi-Modal Study so that I can then focus on establishing a consensus on priorities.

*Frederick County: Rich History, Bright Future*

I would also like to bring your attention to a park and ride lot project proposed at the interchange of US 15 and Mount Zion Rd. There is an immediate need to accommodate the overflow from the existing lots at this location. The County would like to request the state to accelerate this project if possible and will expedite any applicable County review and approval process to help bring this project to fruition.

The top highway priorities in the attached Annual Transportation Priorities report are broken out by categories: Primary, Secondary and System Preservation categories, and by feasibility study, project planning, design and construction phases.

I would also like to highlight our top local transit priority which is to expand the hours of operation for the County's TransIT Plus paratransit service. This service is critical for the County's growing senior population. I would request a contribution towards operating funding for this service.

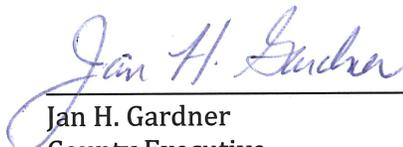
Project questionnaires that outline conformance with the Maryland Transportation Plan for all the top projects listed above are enclosed.

I appreciate the opportunity to provide our transportation priorities. I 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 Jim Gugel in the Division of Planning & Permitting at 301-600-1144 or [jgugel@frederickcountymd.gov](mailto:jgugel@frederickcountymd.gov).

Sincerely,

FREDERICK COUNTY GOVERNMENT  
FREDERICK COUNTY, MARYLAND

  
\_\_\_\_\_  
Jan H. Gardner  
County Executive

JHG/JG/lf

Enclosures: Annual Transportation Priorities Report 2017, Project Questionnaires



## **Introduction**

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The Transportation Priorities Review is conducted annually to, for the most part; address the State primary and secondary highway project priorities as well as a review of other transportation needs and priorities. A focus of the priorities is to highlight the multi-modal components of the County's transportation network and to identify specific priorities for the state primary and secondary highways for the Maryland Department of Transportation's preparation of next year's draft Consolidated Transportation Program (CTP).

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

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

The Transportation Priorities Review is formally presented for review to the County Planning Commission, Transportation Services Advisory Council (TSAC), and the County Council. Comments and recommendations from these groups and the municipalities in Frederick County will be 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. The priority listing for State projects are then transmitted to the Maryland Department of Transportation in early April.

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## **State Highway Priorities**

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For the State highways, priorities are grouped into two categories: the **primary system**, including such major highways as I-70, I-270, and US 340 and the **secondary system**, which includes arterial roads such as US 40, US 15, MD 75, MD 80, MD 180 and MD 355.

Eligible projects for new project planning starts must be included in the State's Highway Needs Inventory (HNI), the current version (2014) of which is attached. Local projects, currently funded for planning, design or construction, are identified in the Maryland Department of Transportation (MDOT) FY 2016-2021 Consolidated Transportation Program (CTP). The type of priorities includes the following:

- Feasibility Study – pre project planning to determine if a project is feasible to move into a project planning phase.
- 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

The I-70/Meadow Rd. Interchange project has been removed as a project planning priority as it is fully funded through construction under a Tax Increment Financing (TIF) arrangement. Oakdale Investments, who are developing the Linganore PUD, are responsible for managing the planning, design, and construction of the project. Project planning has been completed and final design for Phase 1 (ramp to westbound I-70) is underway and expected to be completed in early 2017. Construction of Phase 1 is expected to start in summer 2017.

### **Significant CTP Funding Additions since 2016 Priorities Report**

The following projects have been funded for construction in the current CTP:

- Libertytown – pedestrian and other safety improvements along MD 26.
- Jefferson – MD 180 urban reconstruction project to include new stormwater management facilities, new/reconstructed sidewalks, roadway resurfacing, and landscaping. The project limits are between Broad Run Rd. (MD 383) and Old Holter Rd.

## **State PRIMARY Highway Priority Projects**

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### **Project Planning**

There are no projects in this category.

### **Final Design**

1. **I-70 Phase 4** – This is the final phase of the I-70 project and proposes widening (no R/W required) from 2 lanes to 3 lanes in each direction between I-270 and west of Mt. Phillip Rd. Parent project to the System Preservation project to breakout the westbound lane as a first phase.

*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.*

2. **I-270/US 15 Multimodal Corridor Study: I-370 to Biggs Ford Road**

Identify appropriate break out projects for final design based on concurrence of a preferred alternative. The completion of the project planning phase of the study was suspended without the state identifying a preferred alternative. Frederick County supports Alternate 7B, which proposes two additional lanes in each direction on I-270 including managed lanes. The managed lanes would terminate/start in the vicinity of Park Mills Rd.

Frederick County strongly supports the need to complete the Environmental Impact Statement.

Breakout projects would be designed/constructed in the following priority phases:

- I. **I-270 Widening** - from MD 121 (Clarksburg) to the limit of managed lanes in the vicinity of Park Mills Rd.
- II. **I-270 Widening** – from end of managed lanes to I-70. Add 2 general purpose lanes in each direction. A major component would include construction of the full improvements at the MD 85 interchange, which would add a third bridge over MD 85 and fly over ramps to/from MD 85.
- III. **I-270/MD 75 Interchange** – construct new interchange in the vicinity of Dr. Perry Rd. to accommodate a relocated MD 75. The construction of a relocated MD 75 between Lewisdale Rd. and MD 355 or beyond could be constructed independent of the interchange.
- IV. **US 15 Widening** – from MD 26 to Biggs Ford Road, add one (1) lane in each direction.
- V. **US 15/Biggs Ford Rd. Interchange** – construct new grade separated interchange to replace the existing at-grade intersection.

## **Construction**

- 1. US 15 – I-70 to MD 26** – widen from 4 to 6 lanes and add an auxiliary lane in each direction that would connect the acceleration and deceleration lanes. Noise barriers will also be considered where warranted. It would require the reconstruction of 3 bridges, over: US 40, Rosemont Ave. and 7<sup>th</sup> St. This is a break out project from the I-270/US 15 Multi-Modal Study.

*Project Status:* This project is currently in the project planning phase which will also include preliminary engineering (30% design). This phase is expected to be completed in the winter 2019/2020. Recently became eligible as a construction priority when it became fully funded for final design in the MDOT FY 15 – 20 CTP.

## **State SECONDARY Highway Priority Projects**

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### **Feasibility Study**

- 1. Libertytown Connector Road** – Proposed 2-lane roadway to connect MD 550 and MD 75 on the north side of Libertytown to allow truck traffic from MD 550 to access MD 26 at a signalized intersection.
- 2. MD 75: I-70 to Lewisdale Road** – This project can be divided into segments with different context sensitive solutions. The County is collecting contributions from development projects in the MD 75 corridor.
  - **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.
  - **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 will be constructed as a P3 involving the County acquisition of land and the Monrovia Town Center developer constructing the roadway.
  - **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.
  - **South Segment** – relocated alignment from Lewisdale Rd. to I-270 to connect with a new interchange in the vicinity of Dr. Perry Rd. Some right-of-way has been dedicated and reserved.
- 3. MD 26/Monocacy Blvd. Interchange** – This project is necessitated by 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.

- 4. 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. This roadway would connect with Mountville Rd. to provide an east-west arterial corridor between I-270 at Urbana and US 15 at Mountville Rd.

### **Project Planning**

- 1. MD 194: MD 26 to Frederick Rd.** – Proposes the widening to a 4-lane divided roadway to address both capacity and safety issues. Short term safety improvements could be made under the System Preservation program as needed.

*Project Status:* Planning and preliminary engineering for 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 1990's. Right-of-way has been acquired when the first two lanes of the ultimate four was constructed in the 1970's.

- 2. US 15: MD 28 to I-70** – Proposes the dualization of US 15 south of US 340/15 and the widening of US 340/15 from US 15 to I-70 from 4 to 6 lanes; new interchanges at MD 28 Relocated and Mountville Road; a new ramp from eastbound US 340/15 to southbound US 15; and the relocation of MD 28 northward with a new grade crossing over the CSX railroad. Construction would occur in phases over a period of years, starting with the dualization of US 15 from Relocated MD 28 to US 340/15.

### **Final Design**

- 1. MD 85 Phase II** –North Section from Spectrum Dr. to Guilford Dr. Widen to 4-lane divided roadway with pedestrian improvements.

*Project Status:* Project planning has been completed.

- 2. MD 85 Phase III** –South Section from Crestwood Blvd to English Muffin Way. Widen/Reconstruct to a 6-lane divided roadway with a new bridge over Ballenger Creek.

*Project Status:* Project planning has been completed. Developer/County funded improvements from English Muffin Road to just south of Ballenger Creek are completed.

## **State SYSTEM PRESERVATION Highway Priority Projects**

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1. **US 15: Biggs Ford Rd. to PA Line** – two projects are under design:
  - Resthaven Cemetary Entrance to Hessong Bridge Rd. – eliminating some left turn movements, channelizing the medians and extending acceleration /deceleration lanes.
  - Orndorff Rd. to College Ln. – channelize the median at MD 76/St. Anthony's Rd. and restrict left turn movements from those intersections.

County staff would also recommend studying the possible closure of intersections at the western leg of Old Frederick Rd., Stull Rd. and Blue Mountain Rd.

2. **I-70: US 340 to Braddock Mountain** – Add third westbound lane in the median between the on-ramp from just west of US 340/15 to the beginning of the truck climbing lane at Mt. Phillip Road (1.8 miles) and extend the truck climbing lane westward from its current premature ending at the top of Braddock Mountain.
3. **MD 75: Ed McClain Road to Old National Pike** – Add additional turn lanes and receiving lanes to improve operations with the ramps to/from I-70. Include intersection improvements at MD 75 and Ed McClain Rd.

## **Local Transit**

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

An updated Transit Development Plan (TDP) was approved in December 2015. The TDP outlines administrative, financial, capital, and operational needs and improvements to the Frederick County TransIT Service for the period through FY 2020. The improvements address all of TransIT's service components, which include the following:

- **Connector Service** – operates nine (9) fixed routes primarily within the City of Frederick and to surrounding county areas.
- **Shuttle Service** – operates four (4) separate fixed route shuttles serving the MD 85 corridor, the East County corridor to Spring Ridge, a Thurmont-Emmitsburg route, and a Jefferson-Brunswick route. These operate on a limited schedule typically serving just the morning and afternoon times and the mid-day.
- **Meet-the-MARC Shuttle** – operates a fixed route service from Frederick to the Point of Rocks MARC station. This service also incorporates service to Walkersville.
- **TransIT Plus** – operates countywide paratransit service offering door to door transport.

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

### **Local Transit Short-Term Improvements (in priority order)**

1. **TransIT Plus** – Expand paratransit service hours to 7 am – 6 pm to meet growing demand. Will require additional operating funding: Year 1 – additional \$62,000/Yrs. 2-5 additional \$23,000 per year with a state contribution.
2. **Bus Replacement** – Purchase 3 to 4 large transit buses with all electric buses over each of the next 3 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 pm. This project directly facilitates job growth.
4. **Facilities** - Expand administrative offices and vehicle maintenance facilities. This is funded for design/engineering in FY 2017 in the County CIP. Construction funding is estimated at \$4,173,877 of which the local share is \$417,387 (10%). The construction is in the current County CIP for FY 2018.
5. **US 40 Bus Lane** – Construct continuous turn lane/bus lane along US 40 (north side only) between Baughman’s Lane and Waverley Dr. Final design (up to 30% completion) is underway through a TLC grant from COG.

## **Regional Transit**

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### **Commuter Bus**

The Maryland Transit Administration (MTA) operates the commuter bus service that serves several stops in the county including Myersville, Frederick, and Urbana. In 2014 what was then the #991 line was split into two lines: the #515, which originates at the downtown Frederick MARC station and the #505 originating in Hagerstown with a stop at the Myersville Park and Ride lot. Both lines terminate at the Shady Grove Metro Station, with some routes continuing on to the Rock Spring Business Park in Bethesda.

The 200 series Inter-County Connector (ICC) commuter bus service serves two stops in Frederick County and connects to the College Park Metro Station and a stop at the FDA in White Oak.

- **#515 Line** – 13 morning southbound trips and 14 evening northbound trips. Serves Frederick and Monocacy MARC stations and the Urbana Park and Ride. Once the North Frederick Park & Ride lot, currently under construction with the Monocacy Blvd interchange project, is completed in early 2018 some of the buses will originate here
- **#505 Line** – 8 morning southbound trips and 9 evening northbound trips. Originates in Hagerstown. Includes one mid-day northbound trip to the Monocacy MARC station. Southbound trips only serve the Myersville Park and Ride, while two northbound trips also serve the Urbana Park and Ride and the Monocacy MARC station.
- **#204 Line** – 5 morning southbound trips and 6 evening northbound trips. Serves the Monocacy MARC station and the Urbana Park and Ride.

### **MARC Commuter Rail**

Current service on the Brunswick Line serving the Brunswick and Point of Rocks stations includes 6 morning trips and 7 evening trips. On the Frederick Branch Line serving the Monocacy and Frederick stations there are 3 morning and 3 evening trains. These trains cannot stop at the Point of Rocks station because no platform is provided.

The Maryland Transit Administration (MTA) completed an update to the MARC Growth and Investment Plan in 2013. The following recommendations are specific to the Brunswick Line.

#### Near-Term – 2013 to 2019

- Expand Meet the MARC connecting services
- Lengthen existing trains

#### Long-Term – 2020 to 2029

- Add 3<sup>rd</sup> track in Barnesville Hill section in Montgomery County
- Point of Rocks platform expansion to provide access for Frederick Branch trains
- Brunswick parking lot to add a second access point
- Add one reverse peak train to Brunswick
- Add one additional round-trip train to/from Brunswick

#### Future - 2030

- Additional triple tracking
- Improve Frederick Branch with 30 minute headways and increase number of trains from 3 to 6.
- Reverse commute service

### **Regional Transit Priorities**

The MTA Commuter bus and MARC Commuter Rail services are meant to complement and not compete with each other for funding priorities. 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. In the short term, commuter bus is best equipped to improve service between Frederick and the I-270 corridor. In the long term when population and especially employment densities in greater Frederick grow the opportunity to extend the Corridor Cities Transitway (CCT) from Clarksburg into Frederick County may be justified. The initial phase of the CCT from the Shady Grove Metro station to Metropolitan Grove will be developed with the Bus Rapid Transit (BRT) technology.

The County has two specific priorities, one for MARC and one for Commuter Bus, for regional transit projects while the remaining projects are long-term improvements in no particular priority order.

- **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.
- **Enhanced Commuter Bus Service** – add peak period reverse commute trips, off-peak trips, and weekend service.

### **MARC Improvements**

- **MARC Service Expansion** – Add an additional morning and evening train between Brunswick and Union Station.
- **MARC Frederick Branch** – Construct signal improvements along the Old Main Line between Frederick Junction and Point of Rocks to improve existing service and support expanded service.
- **MARC Frederick Branch** – Double track Old Main Line between Point of Rocks and Frederick Junction. Phase 1 – 4-mile section in Adamstown area. Phase 2 – 3-mile section Lime Kiln to Frederick Junction.

### **Commuter Bus Improvements**

- **I-70 Commuter Bus Service** – Propose new service from Frederick City to the Baltimore and Fort Meade areas. This would be able to serve the New Market, Linganore, and Mt. Airy communities.
- **Premium Commuter Bus Service** – Establish additional service in the 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.
- **I-270 Bus on Shoulder** - Propose permitting bus use on shoulders (BOS) on I-270 to provide shorter travel times for existing and expanded commuter bus service.

## **Bicycle and Pedestrian Facilities**

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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.

Grant funding is available primarily for construction and capital costs for bicycle and pedestrian improvements. A primary funding source is Federal passed through the state or the Washington Metropolitan Transportation Planning Board. The following programs are available:

- Transportation Alternatives Program (TAP)
- Transportation-Land Use Connection (TLC) program
- Maryland Bikeways Program
- Recreational Trails Program
- Safe Routes to Schools
- Sidewalk Retrofit (SHA)
- Bicycle Retrofit (SHA)
- Community Safety and Enhancement Program

### **Off-Street Shared Use Paths**

The County's Bikeways and Trails Plan, adopted in 1999, identifies several priority shared-use path corridors for implementation. An update is currently underway. The priority corridors will be subject to more detailed master plan study or design phase followed by

construction. The Division of Planning & Permitting 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 County has a Bikeways/Trails Program line item in the Parks and Recreation portion of the CIP.

Completing missing links, establishing Safe Routes to Schools and coordination with local, state, and regional efforts should be a consideration in planning future priorities.

The following shared-use path corridors/projects would either be fully funded by the county or has some county responsibility or contribution in conjunction with possible grant funding.

### **Planning**

- **Monocacy River Greenway Phase I** – Tuscarora Creek to Carroll Creek (4.3 miles) portions of this trail are existing. (Frederick County, City of Frederick,) Part of Grand History Trail 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 (1.2 miles) (Town of Thurmont/Frederick County) Part of Grand History Trail

### **County Projects: Design / Construction**

**Balenger Creek Trail Section 4** – between Advisors Ct. and end of existing trail north of Corporate Dr. Construction is estimated to begin in the second half of 2016.

### **Municipal Projects: Design / Construction**

- **East Street Rail/Trail** – Frederick MARC station to Mill Island (City of Frederick) Phase 2 – 9<sup>th</sup> St. to FISC. Construction funding is in the Draft City CIP.
- **Mount St. Mary's to Downtown Emmitsburg** – Proposed 2.1 mile sidewalk/shared use path along S. Seton Ave. and Old Emmitsburg Rd. Alternative route may consider a completely off-street multi-use trail. County has committed \$140,000 towards a portion of a local match for any grant funding.

## **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 identify a number of priorities for the development of on-street bicycle facilities. Providing connections between existing on and off street bikeways and trails, residential and employment centers and establishing Safe Routes to Schools should be a priority. The facilities and the jurisdiction are provided below.

## **Frederick County Priority On-street Bikeways**

| Road                 | Project Limits                         | Potential Bikeway Type   | Jurisdiction |
|----------------------|--|--|--------------|
| New Design Road      | Elmer Derr Road to Frederick City Line | Full Bike Lane - Provide markings and signage for a bike lane using the existing shoulder. Part of Grand History Loop. | County       |
| Ballenger Creek Pike | Crestwood Blvd to Elmer Derr Road      | On-road bike lanes being installed north of Ballenger Creek by developer   | County       |
| Crestwood Blvd       | MD 85 to Ballenger Creek Pike          | Possible conversion of existing stripped shoulder to full bike lane  | County       |
| New Design Road      | Elmer Derr Road to Potomac River       | Provide a widened shoulder bike lane. Part of Grand History Loop.  | County       |

### **Pedestrian Facilities**

In an effort to become more proactive with regard to improving pedestrian facilities in the County, a funding initiative is recommended to support improvements to pedestrian facilities. These improvements may 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. 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. These improvements may be funded through a number of state/federal programs listed on page 10.

#### **Recommended Actions**

- 1.** Prepare an inventory of needed improvements along county and state roadways. Such an inventory may include an initial scope of the work, estimated cost and prioritization.
- 2.** Establish a Pedestrian/Bikeway Facility Program account in the DPW – Highways section of the County CIP to allocate county funding. These funds could be used towards either state or county retrofit projects.
- 3.** Formalize coordination with the Frederick County Public Schools to support a Safe Routes to Schools program. The SRTS program should be prioritized and managed by the Frederick County Public Schools, Facilities and Transportation Divisions.

## **State Community Safety and Enhancement Projects**

### **Streetscape/Urban Reconstruction Projects**

There are four projects in the County currently funded in this program. The Town of New Market's project has recently completed construction and the Town of Middletown's project

is now fully funded for construction and started construction in late 2016. Full construction funding has been provided for the Libertytown/MD 26 safety and pedestrian improvements and for the Jefferson streetscape improvements.

## **Frederick Municipal Airport**

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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. For projects/improvements that are eligible for Federal Aviation Administration (FAA) funding the split is 90% federal, 5% State (MAA), 2.5% Frederick County and the 2.5% City (Airport Sponsor).

In the adopted FY 2016-2021 CIP the County has budgeted/allocated the following:

- FY 2016 - \$140,250
- FY 2017 - \$2,375
- FY 2019 - \$94,375

The City has identified the following improvement projects:

1. FY 2016/17 – Runway 5-23 obstruction removal (Phase2) and construction of SRE building.
2. FY 2017/18 – Runway 5-23 obstruction removal (Phase 3 final design)
3. FY 2018/19 – Runway 5-23 obstruction removal (Phase 3 construction) and extend Runway 5 (Phase 1 design)
4. FY 2019/20 – Runway 5 extension (Phase 1 construction) Runway 5 extension (Phase 2 design for taxiway relocation)
5. FY 2020/21 – Runway 5 extension (Phase 2 construction) for relocation of parallel taxiway. Phase 3 design for full length taxiway relocation.
6. FY 2021/22 – Runway 5 extension (Phase 3 construction) of parallel taxiway relocation. South corporate apron expansion (Phase 1 design)
7. FY 2022/23 – South corporate apron expansion (Phase 2 construction)