

National Capital Region Transportation Planning Board


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Item #5

MEMORANDUM

January 12, 2012

To: Transportation Planning Board

From: Ronald F. Kirby 
Director, Department of
Transportation Planning

Re: Steering Committee Actions

At its meeting of January 6, 2012, the TPB Steering Committee approved the following resolution:

- TPB SR20-2012 on an amendment to the Financially Constrained Long-Range Transportation Plan (CLRP) that is exempt from the air quality conformity requirement to include the Boundary Channel Drive Modifications Project, as requested by the Virginia Department of Transportation (VDOT).

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action.”

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO THE
FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE THE BOUNDARY CHANNEL DRIVE MODIFICATIONS PROJECT, AS
REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the CLRP contains the programs and projects that the region's transportation agencies have committed to fund, build and operate through 2040; and

WHEREAS, on November 16, 2011 the TPB approved the 2011 Update to the CLRP; and

WHEREAS, in the attached letter of December 28, 2011 VDOT, on behalf of Arlington County, has requested an amendment to the 2011 CLRP to include the Boundary Channel Drive Modifications project which modifies the intersection of Boundary Channel Drive and Old Jefferson Davis Highway, adjacent to the I-395 interchange with Boundary Channel Drive, as described in the attached materials; and

WHEREAS, this project, which is not regionally significant, is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the CLRP to include the Boundary Channel Drive Modifications project which modifies the intersection of Boundary Channel Drive and Old Jefferson Davis Highway, adjacent to the I-395 interchange with Boundary Channel Drive, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on January 6, 2012.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

January 3, 2012

The Honorable Muriel Bowser, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: National Capital Region 2011 CLRP Amendment

Dear Chairman Bowser:

Arlington County and the Virginia Department of Transportation (VDOT) request amending the 2011 CLRP to add the following project in Northern Virginia. A copy of Arlington County's request for this amendment is attached.

- Boundary Channel Drive Modifications (ARL0019). This project involves modifications to the intersection of Boundary Channel Drive and Old Jefferson Davis Highway immediately off of the I-395/Boundary Channel Drive Interchange. The project is part of the County's Long Bridge Park redevelopment initiative, to include the construction of a large Regional Aquatic Center. The project provides for multimodal options in the vicinity of Long Bridge Park and improves safety security at the entrance to the Pentagon.

While the modifications change the movements between local roads and Boundary Channel Drive, none of the movements at the interchange with I-395 are affected and the project is not regionally significant for air quality purposes. Per the NEPA, an environmental document is being developed for the project and NEPA requires the project to be part of a conforming CLRP.

The project, including construction, is estimated to cost \$8M; local funds will be used for the project. Arlington County local funds were part of the region's 2010 CLRP Financial Plan. While funding for the preliminary engineering (PE) phase has been made available, the balance of the funding will be part of Arlington County's Capital Improvement Program. Funding for the project is not being diverted from other projects already in the CLRP/TIP. A CLRP form for the new project is attached.

The Honorable Muriel Bowser
January 3, 2012
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It is requested that this non-regionally significant amendment to the CLRP be considered and acted upon at the Transportation Planning Board's (TPB) Steering Committee meeting on January 6, 2012. Representatives from Arlington County and VDOT plan to attend the Steering Committee meeting and will be available to answer any questions.

Please provide copies of the approved amendment to Ms. Renée Hamilton in VDOT's Assistant District Administrator for Programming and Investment Management in Northern Virginia, and Mr. Chad Tucker, VDOT's District Coordinator for the Transportation and Mobility Planning Division in Richmond.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Garrett W. Moore". The signature is written in a cursive, flowing style.

Garrett W. Moore, P.E.
District Administrator
Northern Virginia District

Attachments

Copy: Ms. Renée Hamilton, VDOT
Mr. Kanathur Srikanth, VDOT
Mr. Richard Burke, VDOT
Mr. Dennis Leach, Arlington County



ARLINGTON
VIRGINIA

DEPARTMENT OF ENVIRONMENTAL SERVICES

Division of Transportation

Planning 2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-3681 FAX 703-228-7548 www.arlingtonva.us

December 20, 2011

Garrett Moore
Northern Virginia District Administrator
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Dear Administrator Moore,

Arlington County requests an amendment to the 2011 Constrained Long Range Plan (CLRP) to include modifications to the Boundary Channel Drive Interchange.

The proposed project would modify Boundary Channel Drive's interchange with I-395 in order to provide additional multimodal options, to support additional development nearby, and to improve the security of the adjacent Pentagon.

The attached drawings indicate the extent of the proposed modifications (Attachment A).

Funding for this project is expected to be available through Arlington County's Capital Improvement Program. The project is anticipated to cost approximately \$8 million to design and build.

The project was discussed by Kanti Srikanth and Jane Posey and was determined to be not regionally significant for air quality conformity purposes (Attachmend B).

We request the CLRP amendment be reviewed by VDOT and forwarded to the Transportation Planning Board's Steering Committee in time to be considered and acted upon at its January, 2012 meeting.

Sincerely

Dennis Leach
Director of Transportation

cc: Arlington County Board
Randy Hodgson, VDOT Regional Transportation Planner
Monica Backmon, Northern Virginia Transportation Authority

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Agency Project ID: _____ Secondary Agency: _____
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other
3. Project Title: Boundary Channel Drive Interchange Modification Project
4. Facility:

Prefix	Route	Name	Modifier
		Boundary Channel Drive	
	395	Shirley Highway	
		Old Jefferson Davis Hwy & N Jefferson Davis	
5. From (_ at): _____
6. To: _____
7. Jurisdiction(s): Arlington County Government, VDOT, FHWA, Department of Defense, NPS (potentially)
8. Description: Proposed interchange modifications to the I-395 off/on ramps from local road, Boundary Channel Drive for multi-modal transportation options and to accommodate the anticipated vehicular traffic associated with the construction by Arlington County of a large Regional Aquatic Center.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 0.5 miles
11. Project Manager: Katherine D. Youngbluth
12. E-Mail: kyoungbluth@arlingtonva.us
13. Project Information URL: N/A
14. Projected Completion Year: 2015
15. Actual Completion Year: TBD Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): +/- \$8,000,000
18. Remaining cost (in Thousands): +/- \$8,000,000
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion;
 Other: This project will plan for improvements to the interchange to improve traffic flow and safety. The current conditions are outdated and will not accommodate multi-modal transportation options or the future vehicular traffic associated with the large Regional Aquatics Center to be constructed adjacent to the interchange.
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
 The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

CLRP PROJECT DESCRIPTION FORM

- The project will not allow motor vehicles, such as a bicycle or pedestrian facility
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

Multi-modal traffic volumes of all kind are expected to increase after the Long Bridge Park Aquatics Center is constructed. The Center will cause a demand for multi-modal facilities to be created from the Pentagon to the Center; there are no existing facilities on Boundary Channel Drive. Also, the Pentagon has expressed an interest in pursuing a new configuration for the interchange because of security reasons and has supported the multi-modal use concepts that have been preliminary developed.

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Increase accessibility and mobility of people and freight.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
- Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete

30. Under which Architecture:

CLRP PROJECT DESCRIPTION FORM

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify:

31. Other Comments