

TPB R8-2012
February 15, 2012

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

**RESOLUTION ON INCLUSION IN AIR QUALITY CONFORMITY ANALYSIS OF
SUBMISSIONS FOR THE 2012 CONSTRAINED LONG RANGE PLAN (CLRP) AND
THE FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, 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 Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least every four years ; and

WHEREAS, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in the Federal Register on July 1, 2004; and

WHEREAS, on November 16, 2011, the TPB adopted resolution R5-2012 determining that the 2011 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990 and resolution R6-2012 approving the 2010 CLRP; and

WHEREAS, the transportation implementing agencies in the region have provided submissions for the 2012 CLRP and the FY 2013-2018 TIP, which are in response to the October 2011 Call for Projects document issued by the TPB, and the Technical Committee has reviewed these submissions at its meetings on January 6, and February 3, 2012; and

WHEREAS, at a public meeting on January 12, 2012 the submissions for the 2012 CLRP were released for a 30-day public comment and interagency consultation period which ended February 11; and

WHEREAS, at the January 18, 2012 meeting, the TPB was briefed on the project submissions for the 2012 CLRP, the public comments received on the submissions, and the recommended responses to the public comments; and

WHEREAS, the 2012 CLRP is scheduled to be released for public comment on June 14, 2012 and approved by the TPB at its July 18, 2012 meeting; and

WHEREAS, the submissions have been developed to meet the financial plan requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the 2012 Constrained Long Range Plan and the FY 2013-2018 Transportation Improvement Program, the project submissions as described in the attached memorandum of February 9, 2012.

Adopted by the Transportation Planning Board at its regular meeting on February 15, 2012.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

February 9, 2012

To: Transportation Planning Board

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

Re: Proposed Significant Additions and Changes to the 2012 Constrained Long-Range Plan and FY 2013-2018 Transportation Improvement Program (TIP) for Air Quality Conformity Analysis

On January 12, 2012 the Transportation Planning Board (TPB) released the draft project submissions for the 2012 Update to the National Capital Region's Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP) for public comment. The 30-day public comment period ends at midnight on Saturday, February 11, 2012. Interested parties may submit their comments online at www.mwcog.org/transportation/public/, by phone at (202) 962-3262 or TDD: (202) 962-3213, or in person at the TPB meeting on February 15.

Information on the project submissions is presented in two pieces. First, in this memo, is a list of proposed significant additions and changes to the 2012 CLRP. These include new projects and changes to existing projects. This summary covers changes only to those projects that are considered to be regionally significant, i.e., interstates, principal arterials and some minor arterials, as well as transit facilities. The second piece is a complete listing of all proposed projects and changes titled, "2012 CLRP and FY 2013-2018 TIP Air Quality Conformity Inputs." This document is available for review online at <http://www.mwcog.org/clrp/resources/>.

There are four new regionally significant projects proposed for inclusion in the 2012 CLRP as well as date changes for two projects, and a proposed withdrawal of a third project currently included in the plan.

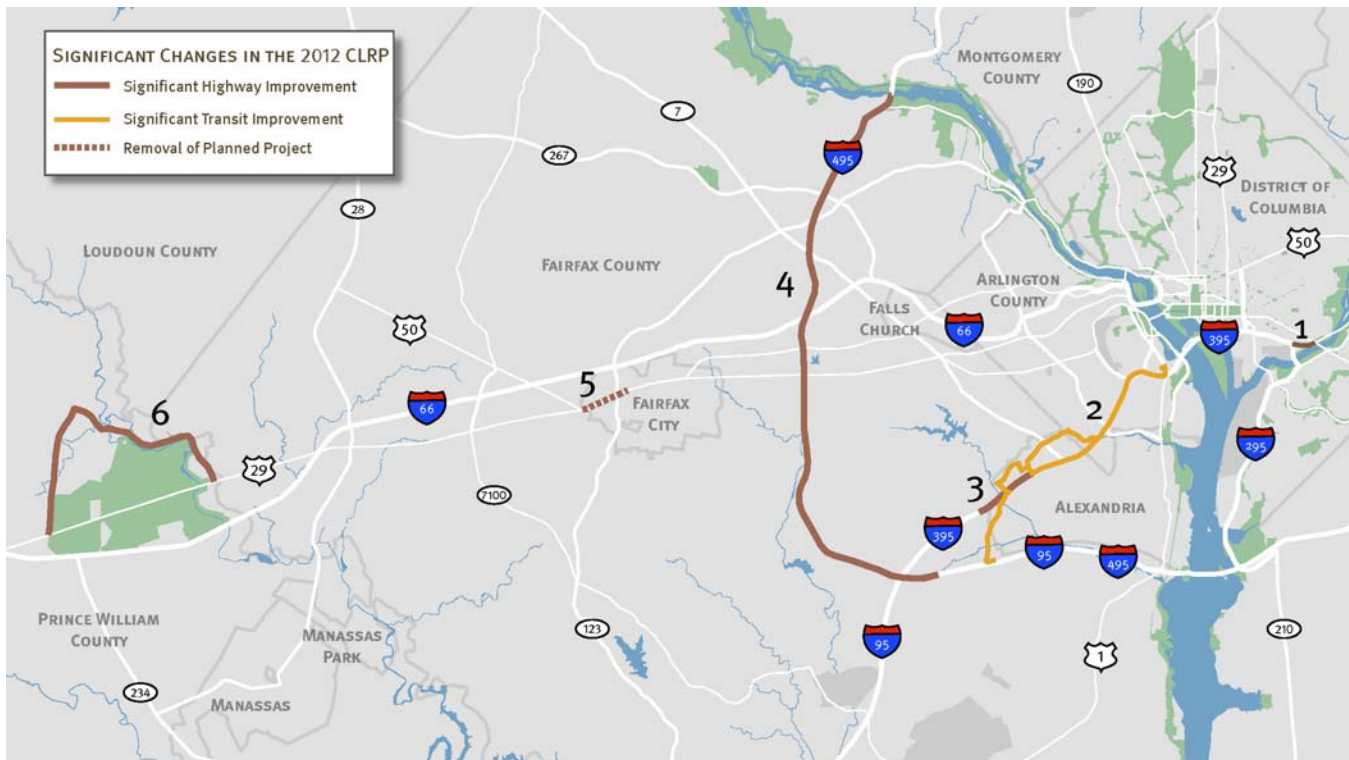
The District of Columbia Department of Transportation is proposing to transform a portion of the Southeast Freeway into an urban boulevard between the 11th Street Bridge and Barney Circle. The Virginia Department of Transportation (VDOT) is proposing to construct a general purpose auxiliary lane on northbound I-395 between

Duke Street and Seminary Road, to build the Manassas National Battlefield Park Bypass, and to implement a new Bus Rapid Transit service between the Van Dorn Metro Station and the Pentagon Metro Station.

VDOT is proposing to accelerate the completion dates from 2030 to 2013 for some segments of two existing CLRP projects on the Capital Beltway: the I-495 HOT Lanes project and the I-495 Auxiliary Lanes project. VDOT is also proposing to remove the planned widening of US 29 within the City of Fairfax.

The TPB is scheduled to approve the project submissions and the Air Quality Conformity Scope of Work at its meeting on February 15. After approval, these projects will be included in the Air Quality Conformity Analysis of the 2012 CLRP and FY 2013-2018 TIP. This process takes several months and is done to ensure that the proposed projects do not prevent the region from meeting its air quality improvement goals in the decades ahead. Once the conformity modeling process is complete, the projects along with the results of the Conformity Analysis will be released for a final 30-day comment period, currently scheduled for June 14 through July 14, 2012.

Significant Additions and Changes to The 2012 Update to the Financially Constrained Long-Range Transportation Plan and the FY 2013-2018 Transportation Improvement Program



Significant Additions and Changes to the CLRP and FY 2013-2018 TIP

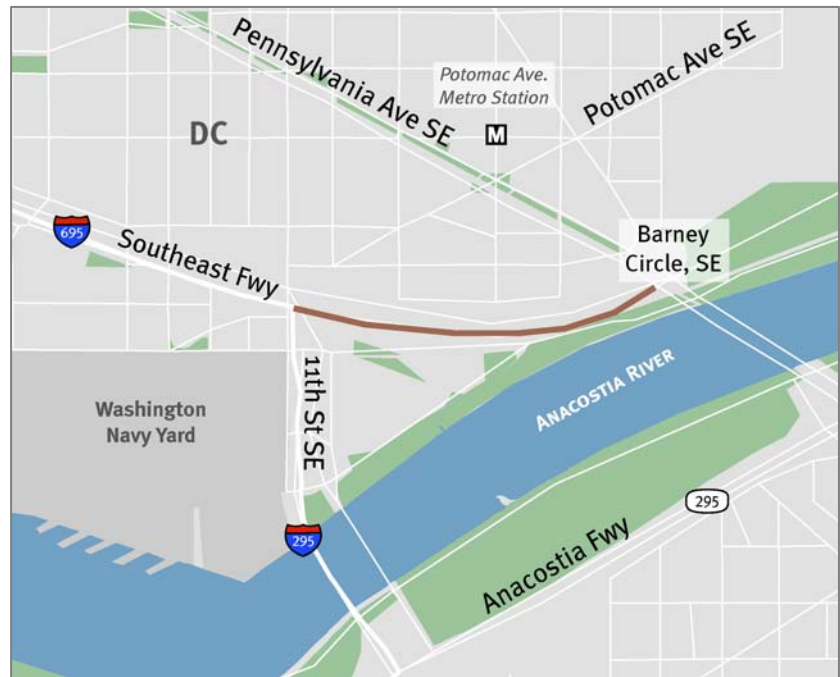
1. CREATE SOUTHEAST BOULEVARD FROM 11TH STREET BRIDGE TO BARNEY CIRCLE
2. BUS RAPID TRANSIT FROM VAN DORN METRO STATION TO PENTAGON METRO STATION
3. I-395 AUXILIARY LANE, NORTHBOUND FROM DUKE STREET TO SEMINARY ROAD
4. DATE CHANGE ON SEGMENTS OF I-495 HOT LANES AND AUXILIARY LANES (~~2030~~ 2013)
5. REMOVE WIDENING OF US 29 FROM US 50 TO EATON PLACE
6. MANASSAS NATIONAL BATTLEFIELD PARK BYPASS

1. Create Southeast Boulevard from 11th Street Bridge to Barney Circle

Once the 11th Street SE Bridge fully connects I-695 (Southeast Freeway) and I-295 in both directions, the segment between 11th Street SE and Barney Circle/ Pennsylvania Avenue will become obsolete. This project proposes to convert that segment of the Southeast Freeway to an urban boulevard, connected to Barney Circle, with an at-grade intersection.

Complete: 2015
Length: 0.5 mile
Cost: \$80 million
Funding: Federal, Local and Private

See the project description in Attachment A for more information.



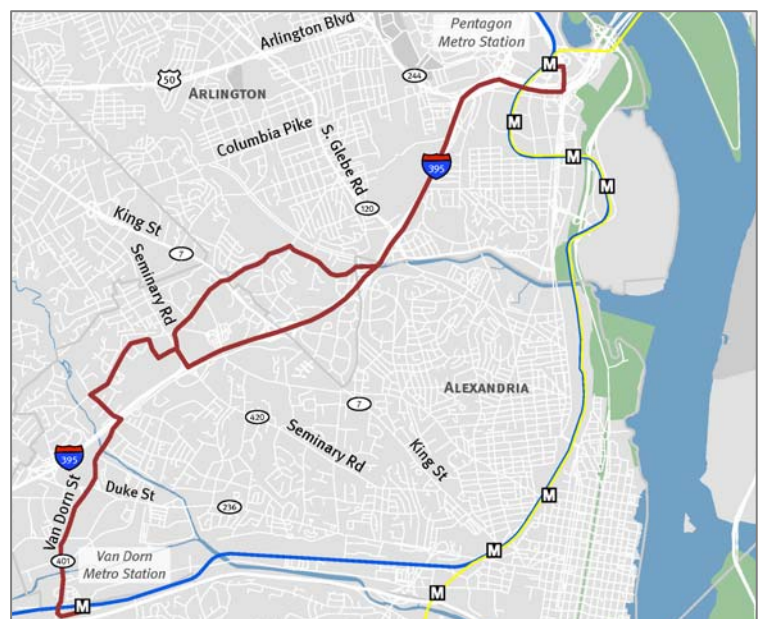
2. Bus Rapid Transit from the Van Dorn Metro Station to the Pentagon Metro Station

This project will construct and operate a Bus Rapid Transit (BRT) service that will connect the Van Dorn Metro Station to the Pentagon Metro Station via the Mark Center. The line will split into two spurs at the Mark Center. The BRT spur will continue north on Beauregard Street, serving the Northern Virginia Community College at Braddock Road, turn east on S. Arlington Mill Drive to serve the Shirlington Transit Center, then continue on I-395 to the Pentagon. A separate rapid bus spur will travel on the I-395 HOV lanes from the Mark Center directly to the Pentagon.

The BRT alignment will operate in dedicated lanes where possible, and may include additional elements such as pre-board payment, transit signal priority, improved bus shelters/stops, and branded vehicles. The rapid bus alignment will contain some of the same features as BRT but will operate in shared lanes. Buses will run every 7.5 minutes during peak periods.

Complete: 2016
Length: 6.5 miles
Cost: \$100 million
Funding: Federal, Local and Private

See the project description in Attachment A for more information.

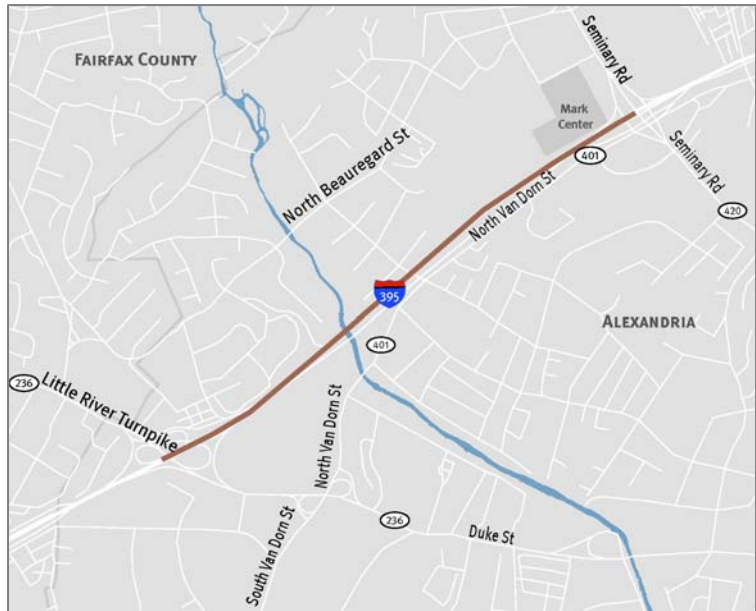


3. I-395 Auxiliary Lane, Northbound from Duke Street to Seminary Road

This project will construct an auxiliary lane on northbound I-395 connecting the Duke Street on ramp to the off ramp at Seminary Road.

Complete: 2015
Length: 1 mile
Cost: \$20 million
Funding: Federal and state

See the project description in Attachment A for more information.

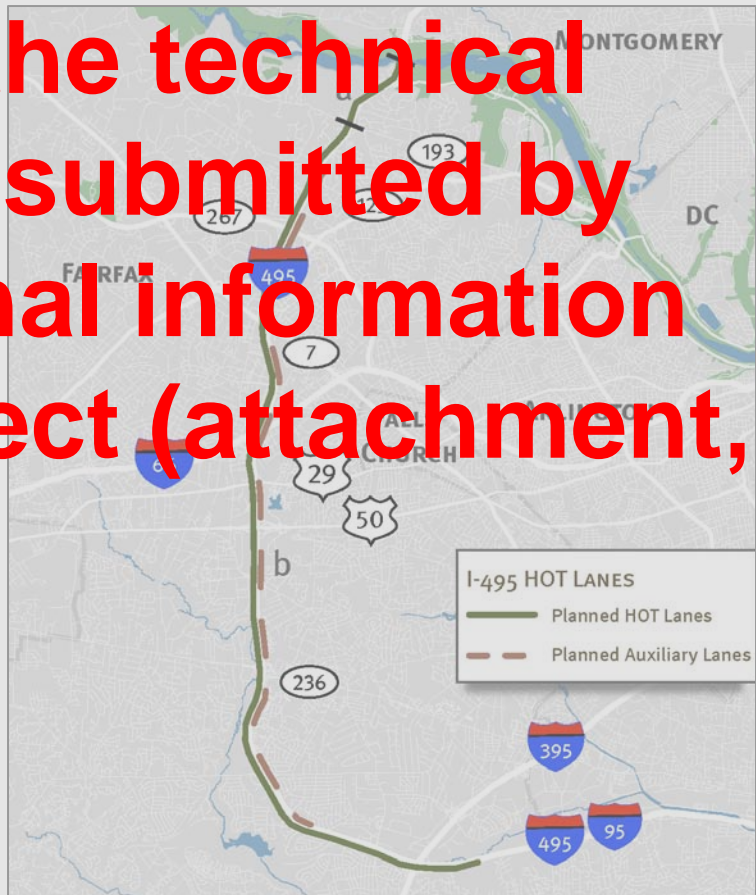


4. Date Change on Segments of I-495 HOT and Auxiliary Lanes

The 2011 CLRPP includes two projects on the Capital Beltway in Virginia: the construction of a system of HOT lanes from the American Legion Bridge to the Buckle Up and Uddrinas, and a series of auxiliary lanes in each direction connecting the on and off ramps adjacent to the general purpose lanes. VDOT is proposing to advance the completion dates of multiple segments of these two projects as follows:

- a) HOT lanes from the American Legion Bridge to South of Old Dominion Drive – 2030 2013
- b) Various segments of auxiliary lanes (see Air Quality Conformity Table for complete listing) – 2030 2013

Length: 14 miles
Complete: 2013



Please see the technical corrections submitted by VDOT for final information on this project (attachment, page A-21).

5. Remove Widening of US 29 from US 50 to Eaton Place

The 2011 CLRP includes the widening of US 29, Lee Highway from four to six lanes in the City of Fairfax between US 50 and Eaton Place. VDOT proposes to remove this project from the CLRP.

Complete: ~~2013, 2040~~
 Cost: ~~\$30.2 million~~



6. Manassas National Battlefield Park Bypass

This project will construct a four lane bypass for US 29 to the north of the Manassas National Battlefield Park. Two segments of the project are already included in the plan:

- a portion of the Tri-County Parkway (improvements to Pageland Lane),
- and widening of VA 234, Sudley Road.

The remaining portion will construct a new four lane facility from Sudley Road to east of the intersection of US 29 and Paddington Lane. Once the Bypass is complete, about four miles of US 29 and three miles of Sudley Road located inside the Park will be closed.



Complete: 2035
 Length: 9 miles
 Cost: \$305 million
 Funding: Federal and state

See the project description in Attachment A for more information.

Attachment A: CLRP Project Descriptions

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



1. Create Southeast Boulevard from 11th Street Bridge to Barney Circle

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: New DC 4
4. Project Type: Interstate Primary Secondary Urban_Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other

6. Project Name: Barney Circle and Southeast Boulevard

	Prefix	Route	Name	Modifier
7. Facility:				
8. From (_ at):			11 th Street SE	
9. To:			Pennsylvania Avenue	

10. Description: Reuse of excess right-of-way when 11th Street Bridge connection to I-295 makes the SE/SW Freeway obsolete and reduces traffic from 11th Street to Barney Circle. Project reconfigures Barney Circle to L'Enfant vision with an at-grade intersection and converts SE/SW Freeway to an urban boulevard.

11. Projected Completion Date: 2015
12. Project Manager: Ravi Ganvir
13. Project Manager E-Mail: ravi.ganvir@dc.gov
14. Project Information URL: N/A
15. Total Miles: Less than 1 mile
16. Schematic: See below



CLRP PROJECT DESCRIPTION FORM

17. Documentation: N/A
18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions: Washington DC
20. Total cost (in Thousands): 80,000
21. Remaining cost (in Thousands): 80,000
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

SAFETEA-LU PLANNING FACTORS

23. 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.
 - Is this project being proposed specifically to address a safety issue? Yes; No
 - If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - 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.
 - Increase accessibility and mobility of **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

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

CONGESTION MANAGEMENT INFORMATION

25. Congested Conditions
- Do traffic congestion conditions necessitate the proposed project or program? Yes; No
 - If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
 - If the congestion is on another facility, please identify it:
26. Capacity
- Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
 - If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

CLRP PROJECT DESCRIPTION FORM

- The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

INTELLIGENT TRANSPORTATION SYSTEMS

27. 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
- a. 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
- b. Under which Architecture:
- DC, Maryland or Virginia State Architecture
 - WMATA Architecture
 - COG/TPB Regional ITS Architecture
 - Other, please specify:

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030 PROJECT DESCRIPTION FORM



2. Bus Rapid Transit from Van Dorn Metrorail Station to Pentagon Metrorail Station

BASIC PROJECT INFORMATION

1. Submitting Agency: City of Alexandria
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: Van Dorn-Pentagon BRT

	Prefix	Route Name	Modifier
7. Facility:		Van Dorn-Pentagon BRT	
8. From (_ at):		Van Dorn Metrorail Station	
9. To:		Pentagon Metrorail Station	

10. Description: This would build a bus rapid transit service from the Van Dorn Metrorail Station to the Pentagon Metrorail Station using Van Dorn, Sanger, Beauregard, Mark Center Drive, Southern Towers Drive, Beauregard, Walter Reed, Arlington Mill, and I-395. This service will initially have 7.5 minute peak hour headways and 15 minute off-peak headways. The preliminary alignment and amount of dedicated lanes were determined in a study which was ratified by the Alexandria City Council on September 17, 2011. This project was awarded \$800,000 of FTA Section 5339 funds and \$200,000 of local matching funds to perform an Alternatives Analysis study of the alignment. This project has been assigned funds from the 2.2 cent property tax increment adopted by Alexandria City Council in May, 2011 to fund transportation improvements. These funds, together with developer contributions should fund this new service.

11. Projected Completion Date: 2016
12. Project Manager: Jim Maslanka
13. Project Manager E-Mail: Jim.Maslanka@alexandriava.gov
14. Project Information URL:
15. Total Miles: 6.5
16. Schematic:
17. Documentation: City's Master Transportation Plan
18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions: City of Alexandria
20. Total cost (in Thousands): \$100,000
21. Remaining cost (in Thousands): \$38.500
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

The City will provide \$17.700 million from a 2.2 cent property tax increment for transportation improvements. We are also receiving \$44.0 from private developers to cover construction and right-of-way acquisition. The City will request \$38.5 million from the FTA's Section 5309 (Small Starts of

CLRP PROJECT DESCRIPTION FORM

SAFETEA-LU PLANNING FACTORS

23. 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. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- 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

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

a. 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

CONGESTION MANAGEMENT INFORMATION

25. Do traffic congestion conditions necessitate the proposed project? Yes; No

a. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring

b. If the congestion is on another facility, please identify it:

c. What is the measured or estimated Level of Service on this facility? ____ ; Measured; Estimated

26. 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

a. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No

b. 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
- The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles.
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The project will not use federal funds in any phase of development or construction (100% state, local and/or private funding).
- The construction costs for the project are less than \$10 million.

CLRP PROJECT DESCRIPTION FORM

INTELLIGENT TRANSPORTATION SYSTEMS

27. 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
28. 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
29. Under which Architecture:
- DC, Maryland or Virginia State Architecture
 - WMATA Architecture
 - COG/TPB Regional ITS Architecture
 - Other, please specify:

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



3. I-395 Auxiliary Lane, Northbound from Duke Street to Seminary Road

BASIC PROJECT INFORMATION

12/16/11 Draft

1. Agency Project ID: New 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: NB I-395 Auxiliary Lane (Duke St. to Seminary Road) UPC 102437

	Prefix	Route	Name	Modifier
4. Facility:		I-395	Shirley Memorial Highway	
5. From (_ at):		236	Duke Street	
6. To:		420	Seminary Road	

7. Jurisdiction(s): City of Alexandria
8. Description: Provide final design and construction of auxiliary lane and noise walls (if required) on northbound I-395 between northbound Duke Street on ramp and Seminary Road off ramp.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 1.1 miles
11. Project Manager: Susan Shaw 12. E-Mail:
13. Project Information URL:
14. Projected Completion Year: 2015
15. Actual Completion Year: Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$20,000,000
18. Remaining cost (in Thousands): \$20,000,000
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
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:

X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

X 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; X 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:

- 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? TBD

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

- 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; X 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:

- DC, Maryland or Virginia State Architecture
- WMATA Architecture
- COG/TPB Regional ITS Architecture
- Other, please specify:

31. Other Comments: This project was identified as a potential mitigation improvement within the I-95 HOT lanes Interchange Justification Report

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



6. Manassas National Battlefield Park Bypass

BASIC PROJECT INFORMATION

1/6/12 Draft

1. Submitting Agency: National Park Service Agency Project ID: New
Secondary Agency: Federal Highway Administration

2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
that apply) ITS; Enhancement; Other

3. Project Title: **Manassas National Battlefield Park Bypass**

	Prefix	Route	Name	Modifier
4. Facility:			Manassas Battlefield Bypass	
5. From (_ at):	US	29	Intersection with Rte. 705 (Pageland La.)	
6. To:	US	29	East of intersection with Paddington La.	

7. Jurisdiction(s): Prince William and Fairfax Counties
8. Description:

The proposed Manassas Battlefield Bypass (MBB) project includes the construction of a new 4-lane facility between the above limits and the closure of portions of two 2-lane facilities, Route 29 and Route 234.

The proposed roadway would begin at the western edge of the Manassas Battlefield Park in Fairfax County, at the intersection of US 29 and Pageland Lane, travel north along Pageland La. to the intersection with Rte, 234 (Sudley Rd.) at Catharpin where the Battlefield Bypass would turn east and be co-located with an existing section of Route 234 that would be improved till Sudley Springs. The Battlefield Bypass would then continue east as new roadway between Sudley Springs and its terminus with US 29 at the eastern end of the Battlefield Park, to the east of the US 29 and Paddington La. intersection (west of Lucky Stone Quarry). The first segment of the Battlefield Bypass, between US 29/Pageland La. and Rte. 234 at Catharpin will be collocated with the Commonwealth's Tri County Parkway (aka Rte. 234 Bypass Extension) – which is already in the MPO's CLRP (2011).

With the construction of the Battlefield Bypass, there will be a closure of about 4 miles of Route 29, from Pageland Lane west of the park to the bridge over Bull Run and the closure of about 3 miles of Route 234 from the southern Park boundary to the area known as Sudley Springs north of the park.

The proposed roadway is the outcome of a environmental study (DEIS) completed by the FHWA's Eastern Federal Lands Division at the direction of the US Congress (US Congress' Manassas National Battlefield Park Amendments of 1988). The US Congress mandated study was to develop alternatives that would allow for the closure of the portions of US Route 29 and VA Route 234, which currently transect the Manassas National Battlefield Park and to provide alternatives for traffic currently traveling through the park. The US Congress required this study due to the negative effects of the heavy traffic congestion within the Battlefield from non-park related traffic on historic preservation, park interpretation, visitor experience, and park management. The heavy volumes of non-park related traffic impede access to historic sites and create public safety conflict. The FHWA and NPS is currently working on developing the Final EIS for the project. The NEPA requires the FEIS project be included in a regionally conforming long range plan (CLRP) before it can be approved. Including the

CLRP PROJECT DESCRIPTION FORM

above project in the TPB's 2012 CLRP and the air quality conformity analysis for the 2012 CLRP will facilitate the completion of the FEIS and assist in developing the project for construction.

There are several major transportation investments that are being considered by the state and the counties in the vicinity of the project including the construction of the Tri County Parkway (aka Rte. 234 Bypass Extension), improvements to I 66 and the I 66/US 29 interchange at Gainesville.

9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 8.9 miles
11. Project Manager: Ed Clark
12. E-Mail: ed_w_clark@nps.gov
13. Project Information URL: <http://parkplanning.nps.gov/mnbb>
14. Projected Completion Year: 2035
15. Actual Completion Year:
16. This project is being withdrawn from the Plan as of:
17. Total cost: \$305 million
18. Remaining cost (in Thousands):
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

In November 1988 the US Congress passed into law the Manassas National Battlefield Park Amendments of 1988. A copy of the public law document is attached as attachment B. This public law mandated the provision of funds and the conduct of an environmental study for the Battlefield Bypass project including the closure of Rte. 29 and Rte. 234 within the limits of the park. The Public law also mandated the US Congress to provide no more than 75% of the total cost of constructing the Battlefield Bypass. The balance funding will be assumed to be from non-federal sources. In addition, there is a potential for some construction funds to be acquired through a public / private partnership. With the collocation of the Battlefield parkway and tri County Parkway projects the distribution of funds is as below.

- Federal Share \$183M
- Non-Federal \$122M (towards Tri County Parkway).

The tri County parkway project is already in the 2011 CLRP and the funding for it was included in the approved financial plan for the CLRP. As such with this update to the CLRP \$183M in future federal funds is being proposed to be added to the CLRP's financial plan. These funds are reasonably expected to be available based on the 1988 public law of the US Congress.

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
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
- The Battlefield Bypass will be a new 4-lane facility that will be replacing portions of two 2-lane facilities, Route 29 and Route 234 which will be closed to non-park traffic – and as such will not be adding new capacity. The closure will include about 4 miles of Route 29, from the bridge over Bull Run to Pageland Lane west of the park and over 3 miles of Route 234 from the southern Park boundary to the area known as Sudley Springs north of the park.
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No

CLRP PROJECT DESCRIPTION FORM

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
 - 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:
 - 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
- In January 2005, a FHWA approved Draft Environmental Impact Statement (DEIS) was issued that identified five Candidate Build Alternatives with a modified version of Alternative D which was selected as the preferred alternative. In late 2005, the Boards of Supervisors in Prince William and Fairfax Counties voted to endorse Alternative D and in June 2006, Commonwealth Transportation Board (CTB) passed a resolution approving the location of the proposed bypass along the Modified Alternative D corridor. In 2008, the General Management Plan for Manassas was published which included the Battlefield Bypass as part of the preferred alternative. Preliminary mitigation measures have been identified for the areas listed Q 27.

The NPS will be working toward completing the Final Environmental Impact Statement (FEIS) over the next 12 months. The FEIS will undertake and complete a detailed analysis of the mitigation measures. The formal approval of the FEIS culminating with the issuance of a Record of Decision will

CLRP PROJECT DESCRIPTION FORM

be based on commitments made to implement any mitigation actions deemed necessary in the FEIS.

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

Historic Preservation

With the completion of the FEIS, Section 4(f) and NHPA Section 106 the NPS will be further developing and finalizing measures to mitigate impacts associated with the construction of the Battlefield Bypass.

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

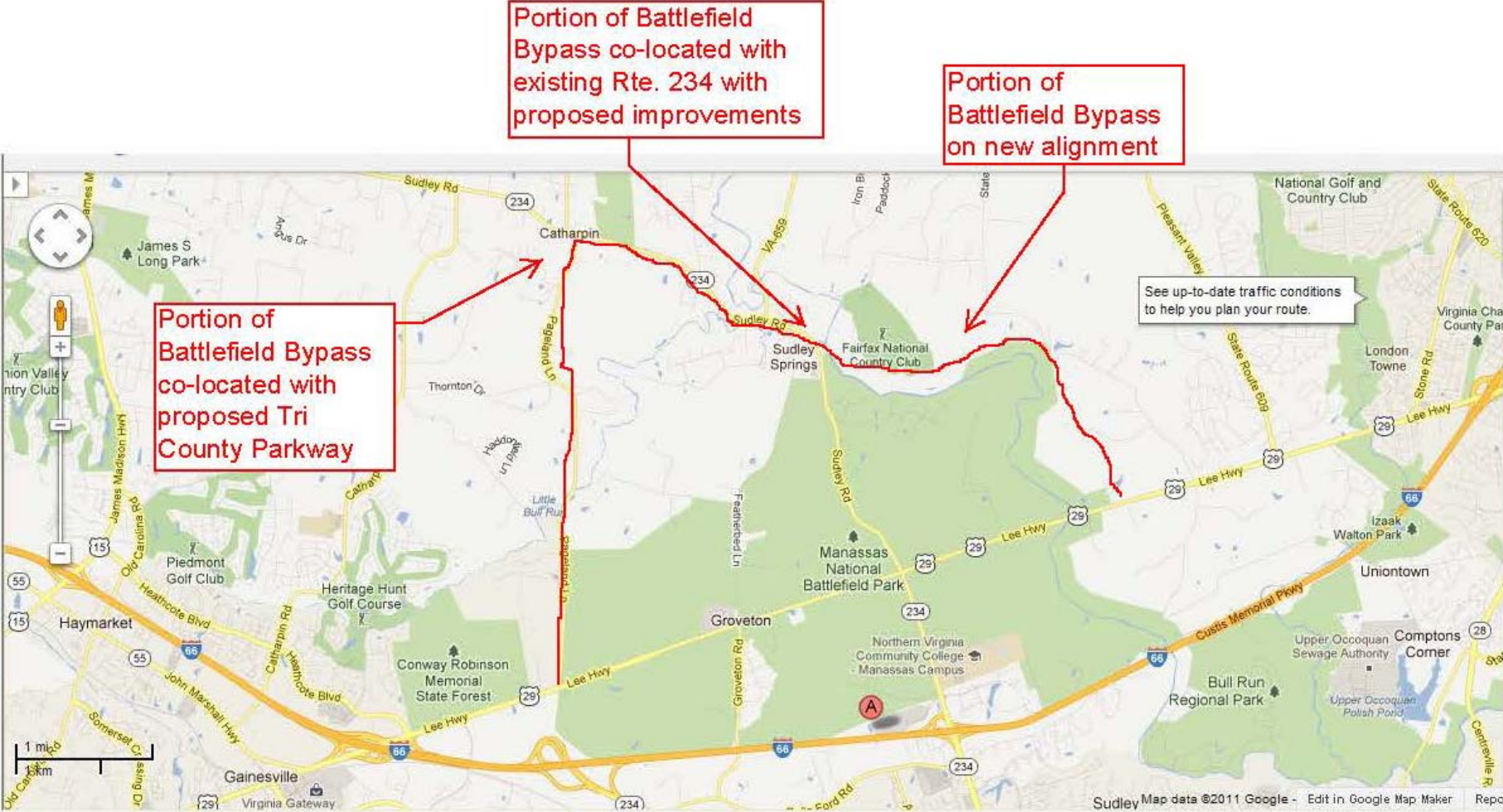
30. Under which Architecture:

- _ DC, Maryland or Virginia State Architecture
- _ WMATA Architecture
- _ COG/TPB Regional ITS Architecture
- _ Other, please specify:

31. Other Comments:

CLRP PROJECT DESCRIPTION FORM

Attachment A – DEIS Proposed Alignment For Manassas Battlefield Bypass



(21) Item 907.69 (relating to sodium tartrate).

(22) Item 907.76 (relating to lactulose).

(23) Item 910.00 (relating to diamond tool and drill blanks).

(24) Item 911.50 (relating to unwrought lead).

(25) Item 912.13 (relating to certain power-driven flat knitting machines and parts thereof).

(b) OTHER EXTENSIONS.—

(1) Item 907.00 (relating to p-hydroxybenzoic acid) is amended by striking out "9/30/85" and inserting in lieu thereof "12/31/88".

(2) Item 907.22 (relating to caffeine) is amended by striking out "On or before 12/31/87" and inserting in lieu thereof "On or before the earlier of 12/31/92 or the date on which the rate of duty imposed by the European Communities on articles described in item 437.02 exceeds the rate of duty imposed by the United States on such articles that was in effect on 6/30/88"

Manassas
National
Battlefield Park
Amendments of
1988.
Virginia.
Conservation.
16 USC 429b
note.

TITLE X—MANASSAS NATIONAL BATTLEFIELD PARK

SEC. 10001. SHORT TITLE.

This title may be cited as the "Manassas National Battlefield Park Amendments of 1988".

SEC. 10002. ADDITION TO MANASSAS NATIONAL BATTLEFIELD PARK.

The first section of the Act entitled "An act to preserve within Manassas National Battlefield Park, Virginia, the most important historic properties relating to the battle of Manassas, and for other purposes", approved April 17, 1954 (16 U.S.C. 429b), is amended—

(1) by inserting "(a)" after "That"; and

(2) by adding at the end thereof the following:

"(b)(1) In addition to subsection (a), the boundaries of the park shall include the area, comprising approximately 600 acres, which is south of U.S. Route 29, north of Interstate Route 66, east of Route 705, and west of Route 622. Such area shall hereafter in this Act be referred to as the 'Addition'.

Real property.

"(2)(A) Notwithstanding any other provision of law, effective on the date of enactment of the Manassas National Battlefield Park Amendments of 1988, there is hereby vested in the United States all right, title, and interest in and to, and the right to immediate possession of, all the real property within the Addition.

"(B) The United States shall pay just compensation to the owners of any property taken pursuant to this paragraph and the full faith and credit of the United States is hereby pledged to the payment of any judgment entered against the United States with respect to the taking of such property. Payment shall be in the amount of the agreed negotiated value of such property or the valuation of such property awarded by judgment and shall be made from the permanent judgment appropriation established pursuant to 31 U.S.C. 1304. Such payment shall include interest on the value of such property which shall be compounded quarterly and computed at the rate applicable for the period involved, as determined by the Secretary of the Treasury on the basis of the current average market yield on outstanding marketable obligations of the United States of comparable maturities from the date of enactment of the Manassas

National Battlefield Park Amendments of 1988 to the last day of the month preceding the date on which payment is made.

“(C) In the absence of a negotiated settlement, or an action by the owner, within 1 year after the date of enactment of the Manassas National Battlefield Park Amendments of 1988, the Secretary may initiate a proceeding at anytime seeking in a court of competent jurisdiction a determination of just compensation with respect to the taking of such property.

“(3) Not later than 6 months after the date of enactment of the Manassas National Battlefield Park Amendments of 1988, the Secretary shall publish in the Federal Register a detailed description and map depicting the boundaries of the Addition. The map shall be on file and available for public inspection in the offices of the National Park Service, Department of the Interior.

Federal
Register,
publication.
Public
information.

“(c) The Secretary shall not allow any unauthorized use of the Addition after the enactment of the Manassas National Battlefield Park Amendments of 1988, except that the Secretary may permit the orderly termination of all operations on the Addition and the removal of equipment, facilities, and personal property from the Addition.”

SEC. 10003. VISUAL PROTECTION.

Section 2(a) of the Act entitled “An Act to preserve within Manassas National Battlefield Park, Virginia, the most important historic properties relating to the battle of Manassas, and for other purposes”, approved April 17, 1954 (16 U.S.C. 429b-1), is amended—

(1) by inserting “(1)” after “(a)”; and

(2) by adding at the end thereof the following:

“(2) The Secretary shall cooperate with the Commonwealth of Virginia, the political subdivisions thereof, and other parties as designated by the Commonwealth or its political subdivisions in order to promote and achieve scenic preservation of views from within the park through zoning and such other means as the parties determine feasible.”

SEC. 10004. HIGHWAY RELOCATION.

(a) **STUDY.**—The Secretary of the Interior (hereafter in this section referred to as the “Secretary”), in consultation and consensus with the Commonwealth of Virginia, the Federal Highway Administration, and Prince William County, shall conduct a study regarding the relocation of highways (known as routes 29 and 234) in, and in the vicinity of, the Manassas National Battlefield Park (hereinafter in this section referred to as the “park”). The study shall include an assessment of the available alternatives, together with cost estimates and recommendations regarding preferred options. The study shall specifically consider and develop plans for the closing of those public highways (known as routes 29 and 234) that transect the park and shall include analysis of the timing and method of such closures and of means to provide alternative routes for traffic now transecting the park. The Secretary shall provide for extensive public involvement in the preparation of the study.

(b) **DETERMINATION.**—Within 1 year after the enactment of this Act, the Secretary shall complete the study under subsection (a). The study shall determine when and how the highways (known as routes 29 and 234) should be closed.

(c) **ASSISTANCE.**—The Secretary shall provide funds to the appropriate construction agency for the construction and improvement of

16 USC 429b
note.

State and local
governments.

the highways to be used for the rerouting of traffic now utilizing highways (known as routes 29 and 234) to be closed pursuant to subsection (b) if the construction and improvement of such alternatives are deemed by the Secretary to be in the interest of protecting the integrity of the park. Not more than 75 percent of the costs of such construction and improvement shall be provided by the Secretary and at least 25 percent shall be provided by State or local governments from any source other than Federal funds. Such construction and improvement shall be approved by the Secretary of Transportation.

(d) **AUTHORIZATION.**—There is authorized to be appropriated to the Secretary not to exceed \$30,000,000 to prepare the study required by subsection (a) and to provide the funding described in subsection (c).

Approved November 10, 1988.

LEGISLATIVE HISTORY—H.R. 4333 (S. 2238):

HOUSE REPORTS: No. 100-795 (Comm. on Ways and Means) and No. 100-1104 (Comm. of Conference).

SENATE REPORTS: No. 100-445 accompanying S. 2238 (Comm. on Finance).

CONGRESSIONAL RECORD, Vol. 134 (1988):

Aug. 4, considered and passed House.

Oct. 6, 7, S. 2238 considered in Senate.

Oct. 11, H.R. 4333 considered and passed Senate, amended.

Oct. 21, House and Senate agreed to conference report.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item 7

MEMORANDUM

February 15, 2012

To: Transportation Planning Board

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

Re: Technical Corrections to the Project Submissions for the 2012 CLRP and FY 2013-2018 TIP, and Comments Received and Recommended Responses

The attached materials include technical corrections to the projects submitted for inclusion in the Air Quality Conformity Analysis of the 2012 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP), provided by the Virginia Department of Transportation, as well as a summary of the public comments received on those project submissions and the recommended responses from the TPB.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

February 14, 2012

To: Transportation Planning Board

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

Re: Technical Corrections to the Project Submissions for Inclusion in the Air Quality Conformity Assessment for the 2012 CLRP and FY 2013-2018 TIP

The Virginia Department of Transportation (VDOT) has requested several technical corrections to the project submissions for the 2012 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP), prior to their inclusion in the Air Quality Conformity Assessment. The technical corrections pertain to two projects:

I-495 HOT Lanes Project

- The completion date of the northernmost segment of the I-495 HOT Lanes project (between the American Legion Bridge and south of the George Washington Parkway) had been proposed to move ahead from 2030 to 2013. VDOT has advised the TPB that the completion date for this segment should remain at 2030.
- VDOT is proposing to adjust the completion date of the next segment of the I-495 HOT Lanes (between south of the George Washington Parkway and south of Old Dominion Drive) from 2013 to 2015.

I-495 Auxiliary Lanes Project

- The completion date of ten segments of the I-495 Auxiliary Lanes project had been proposed to advance from 2030 to 2013. VDOT has advised the TPB that the completion date for all ten of these segments should remain at 2030.

Please see the attached table for a complete listing of all technical corrections submitted by VDOT. This table includes all conformity inputs for the I-495 HOV Lanes and Auxiliary Lanes projects.

2012 CLR P AIR QUALITY CONFORMITY INPUTS - DRAFT (Highway and HOV)

No.	Project ID	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status
						from	to	from	to		
43	V141aux	Widen	I-495 NB Auxiliary Lane	North of Hemming Ave. Underpass	Off Ramp to Braddock Rd	1	1	4+2	5+2	Yes	2030 2013 2030
44	V141aux	Widen	I-495 SB Auxiliary Lane	On Ramp from Braddock Rd	North of Hemming Ave. Underpass	1	1	4+2	5+2	Yes	2030 2013 2030
45	V141aux	Widen	I-495 NB Auxiliary Lane	On Ramp from Braddock Rd	Off Ramp to Rte 236	1	1	4+2	5+2	Yes	2030 2013 2030
46	V141aux	Widen	I-495 SB Auxiliary Lane	On Ramp from Rte 236	Off Ramp to Braddock Rd	1	1	4+2	5+2	Yes	2013
47	V141aux	Widen	I-495 NB Auxiliary Lane	On Ramp from Rte 236	Off Ramp to Gallows Road	1	1	4+2	5+2	Yes	2030 2013 2030
48	V141aux	Widen	I-495 SB Auxiliary Lane	On Ramp from Gallows Road	Off Ramp to Rte 236	1	1	4+2	5+2	Yes	2030 2013 2030
49	V141aux	Widen	I-495 NB Auxiliary Lane	On Ramp from Gallows Road	Off Ramp to Route 50	1	1	4+2	6+2	Yes	2013
50	V141aux	Widen	I-495 SB Auxiliary Lane	On Ramp from Route 50	Off Ramp to Gallows Road	1	1	4+2	5+2	Yes	2013
51	V141aux	Widen	I-495 NB Auxiliary Lane	On Ramp from Route 50	Off Ramp to I-66	1	1	4+2	5+2	Yes	2013
52	V141aux	Widen	I-495 SB Auxiliary Lane	On Ramp from Route 50	Off Ramp to I-66	1	1	5+2	6+2	Yes	2030 2013 2030
53	V141aux	Widen	I-495 SB Auxiliary Lane	On Ramp from I-66	Off Ramp to Route 50	1	1	4+2	5+2	Yes	2013
54	V141aux	Widen	I-495 NB	On ramp from EB I 66	Off Ramp to Rte 7	1	1	4+2	5+2	Yes	2013
55	V141aux	Widen	I-495 SB Auxiliary Lane	On ramp from Rte 7	Off Ramp to WB I 66	1	1	4+2	5+2	Yes	2030 2013 2030
56	V141aux	Widen	I-495 NB Auxiliary Lane	On ramp from Rte 7	Off Ramp to Rte 123	1	1	4+2	5+2	Yes	2013
57	V141aux	Widen	I-495 SB Auxiliary Lane	On ramp from Rte 123	Off Ramp to Route 7	1	1	4+2	5+2	Yes	2013
58	V141aux	Widen	I-495 SB Auxiliary Lane	On Ramp from Rte 123	Off Ramp to Route 7	1	1	5+2	6+2	Yes	2030 2013 2030
59	V141aux	Widen	I-495 NB Auxiliary Lane	On Ramp from Rte 123	Off Ramp to Rte 267	1	1	4+2	5+3	Yes	2013
60	V141aux	Widen	I-495 SB Auxiliary Lane	On Ramp from Route 267	Off Ramp to Route 123	1	1	4+2	5+4	Yes	2013
61	V141aux	Widen	I-495 NB Auxiliary Lane	On Ramp from Route 267	Off Ramp to Route 193	1	1	4+2	5+2	Yes	2030 2013 2030
62	V141aux	Widen	I-495 SB Auxiliary Lane	On Ramp from Route 193	Off Ramp to Route 267	1	1	4+2	5+2	Yes	2030 2013 2030
63	V14k	Construct	I-495 HOT	American Legion Bridge	S. of George Washington Pkwy.	1	1	8	8+2	Yes	2030 2013 2030
64	V14ka	Construct	I-495 HOT Lanes	S. of George Washington Pkwy	S. of Old Dominion Dr.	1	1	8	8+2	No	2015 2013
65	V14H0T	Construct	I-495 HOT	S. of Old Dominion Dr.	Hemming Ave. Underpass	1	1	8	8+4	Yes	2013
66	V141b	Construct	I-495 NB Auxiliary Lane	1 mi. east of I-95/I-395/I-495	North of Hemming Ave. Underpass	1	1	8	5+1	Yes	2013
67	V141b	Construct	I-495 SB Auxiliary Lane	Hemming Ave. Underpass	1 mi. east of I-95/I-395/I-495	1	1	8	5+1	Yes	2013
68	part of V141H0T	Construct	I-495 HOT Lanes Interchange	Provides SB to WB, EB to SB, & NB to WB HOV movements	@ VA 267 (Dulles Toll Road)	1	1	-	-	Yes	2013
69	part of V141H0Ta	Construct	I-495 HOT Lanes Interchange	Provide SB HOT to EB HOV & EB DTR to NB HOT movements	@ VA 267 (Dulles Toll Road)	1	1	-	-	Yes	2013 2030
70	part of V141H0Ta	Relocate / Reconstruct	I-495 HOT Lanes Interchange	Move ramps from left side to right side: NB GP lanes to WB DTR; SB GP lanes to EB DTR	@ VA 267 (Dulles Toll Road)	1	1	1	1	Yes	2013 2030

NOTE: Shaded areas represent changes from the 2011 CLR P and the FY2011-2016 TIP Amendments

2012 CLR P AIR QUALITY CONFORMITY INPUTS - DRAFT (Highway and HOV)

No.	Project ID	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status
						from	to	from	to		
71		Construct	I-495 Interchange Ramp	SB I-495	WB Dulles Airport Access Highway (DAAH)	0	1	0	1	Yes	2013 2020
72		Construct	I-495 Interchange Ramp	EB Dulles Airport Access Highway (DAAH)	NB I-495	0	1	0	1	Yes	2013
73		Construct	I-495 Interchange Ramp	EB Dulles Airport Access Highway (DAAH)	SB I-495	0	1	0	1	Yes	2013
74	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	NB to WB, SB to WB, EB to NB, and EB to SB	@ Jones Branch Connector	1	1	-	-	Yes	2013
75	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	NB to WB, SB to WB, EB to NB, and EB to SB	@ West Park Connector	1	1	-	-	Yes	2013
76	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	NB to EB, NB to WB, EB to SB, and WB to SB	@ VA 7	1	1	-	-	Yes	2013
77	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	Provides SB to WB, WB to SB, EB to SB, NB to WB, WB to NB, & EB to NB movements	@ I-66	1	1	-	-	Yes	2013
78	VI4IHOT	Construct	I-495 HOT Lanes Interchange	NB to EB	@ I-66	1	1	-	-	Yes	2013
79	VI4IHOT	Relocate	I-495 HOT Lanes Interchange	@ I-66	I 495 to WB I 66 relocated to	1	1	1	2	Yes	2013
80	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	NB to EB, NB to WB, EB to SB, and WB to SB	@ US 29	1	1	-	-	Yes	2013
81	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	EB to NB, WB to NB, SB to EB, and SB to WB	@ VA 650 (Gallows Road)	1	1	0	1	Yes	2013
82	part of VI4IHOT	Construct	I-495 HOT Lanes Interchange	EB to NB, WB to NB, SB to EB, and SB to WB	@ VA 620 (Braddock Road)	1	1	-	-	Yes	2013
83	part of VI4IHOTa	Construct	I-495 HOT Lanes Interchange	NB to EB, NB to WB, EB to SB, and WB to SB	@ VA 620 (Braddock Road)	1	1	-	-	Yes	2013 2030

National Capital Region Transportation Planning Board

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MEMORANDUM

February 14, 2012

To: Transportation Planning Board

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

Re: Review of Comments Received and Recommended Responses on Project Submissions for Inclusion in the Air Quality Conformity Assessment for the 2012 CLRP and FY 2013-2018 TIP

At the January 18, 2012 meeting, the Board was briefed on the project submissions for the draft 2012 Financially Constrained Long Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP), which were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on January 12, 2012. This public comment period closed on February 11.

Public comments submitted by individuals and organizations were posted as they were received to the TPB website at www.mwcog.org/transportation/public/comments.asp. This memorandum provides recommended responses to the two comments received through the close of the public comment period on February 11.

The Board will be briefed on the comments received and recommended responses at the February 15 meeting.

Comments and Responses

One comment (A, below) was received from an individual who proposed a Route 28 Bypass as an alternative to the Manassas National Battlefield Park Bypass (MBB). The other comment (B, below) was a February 10 letter (attached) from the Coalition For Smarter Growth, the Southern Environmental Law Center, the National Parks Conservation Association, and the Piedmont Environmental Council which includes numerous comments.

A. Proposed Alternative to the Manassas National Battlefield Park Bypass

Comment: A Route 28 Bypass would provide better congestion relief for Manassas residents than the MBB.

Response: The purpose of the Battlefield Bypass is to remove non-park traffic from the Battlefield and the Route 28 bypass has a different purpose and need. While it will relieve area traffic congestion, it will not remove non-park traffic from the battlefield.

B. Comments in a February 10, 2012 Letter from the Coalition For Smarter Growth, the Southern Environmental Law Center, the National Parks Conservation Association, and the Piedmont Environmental Council

1. *Do not include the MBB in the CLRP and remove the Tri-County Parkway, and instead include a specific package of alternatives.*

Response: This package of alternatives was responded to in June 2005 in the Draft Environment Impact Statements (EIS) for both the MBB and the Tri-County Parkway. See the comments and responses numbered 2-8 below on the efficacy of the package of alternatives as addressed in the EISs.

The Tri County Parkway has been in the CLRP since 2004 and has completed a number of studies including a DEIS and is now close to completing the FEIS. The DEIS examined a number of alternatives, including No Build, and identified the locally preferred alternative that provided the best balance between meeting the purpose and need of the project and minimizing all impacts from the project. The key elements of the project's purpose and need include: improve access and reduce congestion by improving transportation mobility and capacity; enhance the linkage of communities and the transportation system serving the communities; improve safety; accommodate social, economic and environmental goals. As part of identifying and selecting the preferred alternative three public hearing were held, and comments similar to the comments today were considered and responded to. The DEIS and the preferred alternative was approved in 2005. The Tri County Parkway project that is in the current CLRP is the approved and preferred alternative. As part of finalizing the EIS with a FEIS, additional analyses on the preferred alternative and a detailed impact on, among other things, the environment, historic resources, and parkland has been conducted. The FEIS is scheduled to be completed later this year. Working with the National Park Service (NPS) and the FHWA and co-locating parts of the Manassas Battlefield Bypass with the Tri County Parkway will reduce overall impacts to both the Park and Historic District as there will not be two separate facilities in the same area.

2. *Addressing east-west traffic (which accounts for the vast majority of traffic in this area) by improving I-66, including the extension of HOV and bus lanes;*

Response: This was not directly evaluated in the Bypass DEIS, but NPS believes that it was part of the study titled "I-66 Major Investment Study" completed in 1999 which included improvement options for I-66 corridor. The study included improvements such as:

- Extend Metrorail in the corridor to the Centreville area
- Construct barrier-separated, reversible HOV lanes from the vicinity of the future Tri-County Parkway (crossing I-66 in Fairfax County near the Fairfax/Prince William border) to I-495

- Add one general purpose lane in each direction from US Route 50 to I-495
- Convert the existing, peak-period, concurrent HOV lane to a general purpose lane between the future Tri-County Parkway (or western terminus of the barrier separated HOV facility) and US Route 50
- Continue to evaluate barrier-separated HOV lanes between US Route 29 (Gainesville) to the future Tri-County Parkway
- Increase bus service in the study area
- Develop 4 to 6 transit centers/park-and-ride facilities
- Increase peak period Metrorail service frequency from Vienna to the east, and add express Virginia Railway Express (VRE) service on the Manassas line.

VDOT has recently initiated two other studies that will evaluate the I-66 corridor.

3. *Funding and expanding the capacity of the Gainesville Interchange in order to allow traffic to flow more smoothly to and from I-66;*

Response: This interchange is outside the scope and the purpose and need identified in the DEIS for the Battlefield Bypass. However, the NPS understands that VDOT has expended significant resources at this intersection to improve the interchange. To date they have committed a total of \$435 million dollars on four projects that consists of a series of major improvements that include:

- First was the construction of University Boulevard, a 1.3-mile, four-lane road connecting Route 29 and Wellington Road which opened in 2006 at a cost of \$18 million.
- Second was widening 3.3 miles of I-66 to eight lanes from Route 234 Business/Sudley Road to the Route 234 Bypass. Construction was completed in 2006 and the cost was \$46 million.
- Third was widening 2.5 miles of I-66 to eight lanes from the Route 234 Bypass to Route 29 at Gainesville at a cost of \$103 million.
- Fourth is the Route 29 and Linton Hall Road overhaul, at a cost of about \$267 million.

http://www.virginiadot.org/projects/northernvirginia/gainesville_improvements.asp

Even with all these improvements by VDOT, the amount of non-park related traffic within the Battlefield has not been reduced.

4. *Co-locating Route 29 onto the improved I-66 to allow Route 29 to be closed through the Battlefield;*

Response: This alternative was evaluated in the DEIS – under this alternative, traffic now traveling on US 29 would be co-located onto I-66 with an additional two lanes (one in each direction) between Centreville and Gainesville. This alternative provided a north/south route for VA 234 traffic on the western edge of the Battlefield parallel to Pageland Lane. Three design options were provided between the portion located approximately 1 mile north of US 29 and the existing VA 234 near Sudley Park Site.

This alternative was eliminated because VDOT expressed concerns that co-locating traffic onto I-66 under any scenario would cause backups at the locations where the new lanes would merge with I-66 traffic creating several choke points. For I-66 to perform properly, VDOT estimated that the two lanes would need to continue to the Capital Beltway. Also, none of the local comprehensive plans currently support co-location of US 29 onto I-66 and, the full capacity of the I-66 right-of-way is already planned for improvement based on demand within the I-66 corridor.

This was also studied in the I-66 Major Investment Study and the US Route 29 Corridor Development Study.

5. *Upgrading Pageland Road west of the Battlefield with shoulders, roundabouts at intersections, and turn lanes onto Route 29 so that it could carry the traffic using Route 234 through the Battlefield;*

Response: This was evaluated in the DEIS and was included as part of a build alternative alignment that became the preferred alternative. As a stand-alone alternative, improvements to Pageland Lane alone would not meet the purpose and need of the Battlefield Bypass. While eliminating traffic on VA 234, traffic along US 29 would continue and possibly increase. The suggestion to make modifications to Pageland Lane would closely align to what is being proposed by the Tri-County Parkway without meeting the needs of the Bypass to remove traffic from the Battlefield and would eliminate the ability to close US 29 through the Battlefield.

6. *Funding and completing the upgrade of Route 28 to improve access from the I-66 corridor to the major job concentrations east of Dulles Airport;*

Response: This is outside the scope and the purpose and need identified in the DEIS for the Battlefield Bypass. Improvements to the Route 28 corridor are predicted to reduce congestion in the area adjacent to the Battlefield, but will not meet the purpose and need of the Battlefield Bypass to develop alternatives that will allow for the closure of portions of US 29 and VA 234 which transect the park and to provide alternatives for the traffic currently traveling through park boundaries.

The NPS understands that VDOT has signed a Comprehensive Agreement with The Clark Construction Group, Inc. and its road and bridge construction subsidiary, Shirley Contracting Company, LLC to develop, design and build six high-capacity grade-separated interchanges on Route 28 in Fairfax and Loudoun Counties. The agreement provided a combined commitment of \$200 million in improvements to the Route 28 corridor over the next four years. Ultimate plans call for constructing a total of 10 interchanges and widening Route 28 from six to eight lanes between Route 7 and Interstate 66. The initial six interchange upgrades included Route 606, Route 625 and Sterling Boulevard in Loudoun County, and Air & Space Museum Parkway (formerly Barnsfield Road), Westfields Boulevard and McLearen Road in Fairfax County. Route 28 Corridor Improvements, LLC (the Clark/Shirley team) is responsible for right-of-way acquisition, utility relocation, site development, design and construction services. The Route 28 project scope includes widening Route 28 to eight (8) lanes (as yet unfunded) and constructing secondary road improvements on Centreville Road (complete), Atlantic Boulevard (under construction), Loudoun County Parkway (complete), Davis Drive (complete) and two (2) sections of Pacific Boulevard (complete).

7. *Extending Virginia Railway Express to Gainesville and Haymarket, and improving bus transit along Route 50 in Loudoun County, I-66, and Route 28;*

Response: This is outside the scope and the purpose and need identified in the DEIS for the Battlefield Bypass. While these improvements may assist in reducing congestion, they will not meet the purpose and need of the Battlefield Bypass to develop alternatives that will allow for the closure of portions of US 29 and VA 234 which transect the park and to provide alternatives for the traffic currently traveling through park boundaries.

8. *Targeting local road and safety improvements to cost-effectively reduce incidents in the high accident sections.*

Response: Transportation System Management improvements were evaluated in the DEIS but were eliminated because such improvements failed to provide a viable option for traffic now traveling through the park on either US 29 or VA 234.

9. *Ensure that the MBB is clearly defined and mapped in the CLRP as including the closure of Route 29 and Route 234*

Response: The MBB will be coded in the CLRP network with Route 29 and Route 234 through the Battlefield closed for the air quality conformity analysis.

- 10.** *Whether labeled the MBB or the TCP, this proposed stretch of new highway would slice through the Battlefield Historic District and be directly adjacent to the scene of fierce fighting in the Second Battle of Manassas.*

Response: Congress explicitly directed the NPS to work with VDOT to build a road and where that road should be constructed in Public Law 96-442 Section 2c: “if the Virginia Department of Highways and Transportation determines that the proposed Route 234 bypass should be properly located between the Virginia Electric Power Company powerline easement and Route 705, the Secretary shall make available the land necessary for such bypass, subject to such revisions, terms, and conditions as the Secretary deems are necessary and appropriate to assure that such bypass is located, constructed, operated, and maintained in a manner consistent with the administration of the park.”

From a Section 4(f) perspective with respect to harm to the Battlefield, there is significantly more harm to the Battlefield from roads overflowing with non-park traffic located in the heart of the Battlefield than from roads and traffic congestion of the periphery of the Battlefield.

- 11.** *Lack of Enforceable Commitment to Close Route 29 and Route 234*

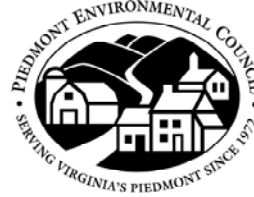
Response: The NPS has received notable support from a variety of public entities and state commitments to closure of US 29 and VA 234 once the Battlefield Bypass has been constructed. The Battlefield Bypass is being viewed as a replacement facility for US 29 and VA 234, and traffic analysis has supported this objective.

- In November 2005, the Prince William Board of Supervisors issued a resolution endorsing the refined Alternative D for the Battlefield Bypass and stated that the Board intended for the closure of US 29 and VA234
- In December 2005, the Fairfax County Board of Supervisor stated that they supported the refined Alternative D and that they would also support the closure of US 29 and VA 234 once the Battlefield Bypass was completed.
- In June 2006, the Commonwealth Transportation Board (CTB) passed a resolution approving the location of the proposed bypass along the Modified Alternative D corridor. This resolution also stated that the Board would agree to the closure of Routes 29 and 234 with the completion of the Battlefield Bypass.
- In August 2011, in correspondence to NPS, VDOT has stated commitments to close VA 234 through the park and traffic calming on US 29. NPS is working with VDOT on a draft Programmatic Agreement which also states the commitment to the closure of VA 234 with the completion of the Tri-County Parkway and traffic calming on US 29.

- 12.** *The location of the MBB and the TCP within the newly-designated, 50-mile long “Corridor of Statewide Significance” from I-95 in Stafford County to Route 7 in Loudoun County raises serious concerns that these two projects will serve as links in an “Outer Beltway” intended to funnel truck freight to Dulles Airport. This will bring even greater pressure to bear on the Battlefield and nearby resources and is further reason to oppose these two highway proposals.*

Response: The Battlefield Bypass is not related to the “Outer Beltway”. The intention is, as requested by Congress, to develop alternatives that will allow for the closure of the portions of US 29 and VA 234, which currently transect the Battlefield and to provide alternatives for traffic currently traveling through the park. In the Battlefield Bypass DEIS the Bypass is characterized as a limited access facility with much of the land along the proposed route having development constraints (sections located within the park or along Bull Run) or have areas zoned for low-density rural residential development. The mobility effects of the Bypass are expected to be only a minimal factor in future development decisions, because travel time analysis indicates that travel along any of the alternatives will take the same amount of time as the current travel time along existing routes. Thus, the Bypass would not substantially improve access to undeveloped land.

In addition NPS has gotten commitments from VDOT in recent correspondence and in a Draft Programmatic Agreement to fund the purchase of conservation easements on properties within the Tri-County Parkway corridor to protect the Tri-County Parkway corridor from further development.



COALITION FOR
SMARTER GROWTH



National Parks Conservation Association®
Protecting Our National Parks for Future Generations®

February 10, 2012

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239
TPBPublicComment@mwcog.org

Re: Comments on Constrained Long Range Plan and TIP Air Quality Conformity Inputs

Dear Members of the Transportation Planning Board:

We are writing to strongly oppose inclusion of the proposed Manassas National Battlefield Park Bypass (MBB) in the update to the Constrained Long Range Plan (CLRP). Although we support the goal of closing the portions of Route 29 and Route 234 that currently transect the Manassas National Battlefield Park (Battlefield), there are better alternatives—set forth below—for achieving this goal that do not require surrounding the Park on all sides by major highways.

Similarly, we urge you to remove the Tri-County Parkway (TCP) from the CLRP. The proposal for the MBB states that the north-south segment of the project—which would inflict irreversible harm on the western side of the Battlefield and slice through the Manassas Battlefield Historic District—would be co-located with the TCP as a way to pay for part of the MBB using non-federal funding sources. However, the less damaging alternatives set forth below would also satisfy any purported need for the TCP. As a result, the TCP should be pursued neither independently nor as a way to advance the MBB.

Rather than include these two unnecessary highway projects in the CLRP, we urge you to add to the CLRP the package of alternatives set forth below and to include these alternatives in the air quality conformity analysis.

At the very least, we urge to ensure that the MBB is clearly defined and mapped in the CLRP as including the closure of Route 29 and Route 234 through the Battlefield, and that the air quality conformity modeling is coded to show those roads as closed.

Impact to Historic Resources:

Although the goal of the MBB—removing traffic from the Battlefield—is laudable, the MBB would result in the Battlefield being surrounded on all sides by major highways. The preferred alternative that emerged from the Draft Environmental Impact Statement (DEIS) and which is being proposed for inclusion in the CLRP calls for a new 4-lane highway to loop around the Battlefield through undeveloped lands on its northern, eastern and western borders. Further, the route slices through the Manassas Battlefield Historic District west of the Battlefield before looping back down through the northeastern corner of the Battlefield, effectively severing an important piece of this monument and irreversibly impacting important historic resources.

On July 23 and 24, 2011, thousands of Civil War reenactors honored the 150th Anniversary of the First Battle of Manassas. The reenactment took place within sight of the proposed highway corridor on the western boundary of the Battlefield—the same portion of the MBB that is proposed to be co-located with the TCP. Whether labeled the MBB or the TCP, this proposed stretch of new highway would slice through the Battlefield Historic District and be directly adjacent to the scene of fierce fighting in the Second Battle of Manassas. The nation will honor that second battle this year.

Availability of A Less Damaging, Reasonable Alternative:

In our June 2005 comments on the Draft Environmental Impact Statements for both the MBB and the TCP, our groups first offered a comprehensive set of alternatives that combined regional and local transportation and land use improvements that would meet the projects' needs while also minimizing the impact on the Battlefield. The combination of transportation and land use measures includes:

- Addressing east-west traffic (which accounts for the vast majority of traffic in this area) by improving I-66, including the extension of HOV and bus lanes;
- Funding and expanding the capacity of the Gainesville Interchange in order to allow traffic to flow more smoothly to and from I-66;
- Co-locating Route 29 onto the improved I-66 to allow Route 29 to be closed through the Battlefield;
- Upgrading Pageland Road west of the Battlefield with shoulders, roundabouts at intersections, and turn lanes onto Route 29 so that it could carry the traffic using Route 234 through the Battlefield;
- Funding and completing the upgrade of Route 28 to improve access from the I-66 corridor to the major job concentrations east of Dulles Airport;
- Extending Virginia Railway Express to Gainesville and Haymarket, and improving bus transit along Route 50 in Loudoun County, I-66, and Route 28; and
- Targeting local road and safety improvements to cost-effectively reduce incidents in the high accident sections.

This comprehensive approach avoids or minimizes the harm to the Battlefield and the Historic District that the MBB and TCP would inflict while also providing alternatives for the traffic that currently uses Route 29 or Route 234 through the Battlefield. It also focuses scarce resources on the dominant movement of east-west commuter traffic and allows for local traffic movement and accessibility.

We urge you to remove the TCP from the CLRP, and not to include the MBB in the first place. Instead, we urge you to consider this less damaging package of alternatives for inclusion in the CLRP and the air quality conformity modeling.

Lack of Enforceable Commitment to Close Route 29 and Route 234:

In addition to the unnecessary damage that the MBB and TCP would cause and the availability of better alternatives, there is no assurance that building these two projects would even result in closure of Route 29 and Route 234 through the Battlefield—the ostensible purpose of the MBB.

The proposal for the MBB points to the Manassas National Battlefield Park Amendments of 1988 (referred to as Public Law 100-647) as mandating an environmental study for the MBB project. Significantly, that law requires that “[t]he study shall specifically consider and develop plans for the closing of those public highways (known as route 29 and 234) that transect the park and shall include analysis of the timing and method of such closures....” This requirement does not appear to have been addressed in the DEIS, and we are unaware that any of the federal or state agencies involved have put forward to date a reliable and enforceable means of closing those two roads. The failure to meet this obligation is further reason why the MBB should not be added to this update of the CLRP. Without an enforceable legal commitment to close the roads, the addition of new highways looping around the western, northern and eastern borders of the Battlefield—and the resulting sprawl development—will likely result in exponentially magnified harm to this historic resource.

Future, Foreseeable Threats Pose Even Greater Risk to Battlefield:

Finally, the location of the MBB and the TCP within the newly-designated, 50-mile long “Corridor of Statewide Significance” from I-95 in Stafford County to Route 7 in Loudoun County raises serious concerns that these two projects will serve as links in an “Outer Beltway” intended to funnel truck freight to Dulles Airport. This will bring even greater pressure to bear on the Battlefield and nearby resources and is further reason to oppose these two highway proposals.

In closing, we respectfully urge you:

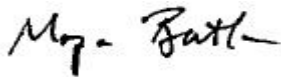
- Not to include the Manassas National Battlefield Park Bypass in the CLRP;
- To remove the Tri-County Parkway from the CLRP;
- Include instead in the CLRP and the air quality conformity modeling the package of alternatives outlined above; and

- If you do decide to add the MBB to the CLRP, to ensure that the MBB is clearly defined and mapped in the CLRP as including the closure of Route 29 and Route 234 through the Battlefield, and that the air quality conformity modeling is coded to show the roads as closed.

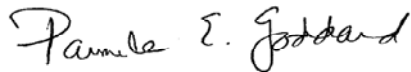
Sincerely,



Stewart Schwartz, Executive Director, Coalition for Smarter Growth



Morgan W. Butler, Senior Attorney, Southern Environmental Law Center



Pamela E Goddard, Chesapeake and Virginia Program Manager, National Parks Conservation Association



Chris Miller, President, Piedmont Environmental Council