**ITEM 9 - Action**
April 21, 2004

Review of Comments Received and Approval of Project Submissions for Inclusion in the Air Quality Conformity Assessment for the 2004 Constrained Long Range Plan (CLRP) and FY 2005-2010 Transportation Improvement Program (TIP)

Staff Recommendation:

- Receive briefing on the comments received and the recommended responses

- Adopt Resolution R15-2004 to approve the project submissions for inclusion in the air quality conformity analysis for the 2004 CLRP and the FY 2005-2010 TIP.

**Issues:** None

**Background:** At its February 18, 2004 meeting, the Board was briefed on the submissions received from state, regional and local agencies for the 2004 CLRP and the FY 2005-2010 TIP, which were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on February 12. Because additional information on the submissions was received after February 12, the TPB Program Committee on March 5, 2004 decided that the public comment period should be extended by releasing the updated project submission information at the CAC meeting on March 11, 2004. The extended

public comment period closed on April 10, 2004. At the March 17 meeting, the TPB was briefed on the initial responses to comments received through March 12.

Copies of the more than 2,500 comments received can be viewed on the web at "www.mwcog.org/transportation/public/comments.asp"

**TPB R15-2004**
**April 21, 2004**

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**
**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**
**777 NORTH CAPITOL STREET, N.E.,**
**WASHINGTON, D.C. 20002-4239**

# RESOLUTION ON INCLUSION IN AIR QUALITY CONFORMITY ANALYSIS OF SUBMISSIONS FOR THE 2004 CONSTRAINED LONG RANGE PLAN (CLRP) AND FY2005-2010 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**WHEREAS,** the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, is responsible for developing and carrying out a comprehensive, continuing and coordinated transportation planning process for the metropolitan area; and

**WHEREAS**, the Joint Planning Regulations issued October 28, 1993 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 triennially to comply with the Metropolitan Planning Rules of October 28, 1993; and

**WHEREAS**, the transportation plan, program and projects must be assessed for air quality conformity as required by the final conformity regulations issued by the Environmental Protection Agency on November 24, 1993 and amended on August 7 and November 14, 1995, and again on August 15, 1997, with additional guidance published on May 14 and June 14,1999; and

**WHEREAS**, on December 17, 2003, the TPB adopted resolution R5-2004 which determined that the 2003 Update to the CLRP and FY2004-2009 TIP conform to the requirements of the Clean Air Act Amendments of 1990; resolution R6-2004 approving the 2003 CLRP; and resolution R7-2004 approving the FY2004-2009 TIP; and

**WHEREAS**, the transportation implementing agencies in the region have provided submissions for 2004 CLRP and inputs to the FY2005-2010 TIP, which are in response to the January 2004 solicitation document issued by the TPB, and the Technical Committee has reviewed these submissions at its meeting on March 5 and April 2, 2004; and

**WHEREAS**, at the TPB Citizens Advisory Committee (CAC) meeting on February 12, 2004 the submissions for the 2004 CLRP and FY2005-2010 TIP were released for public comment and interagency consultation, and because additional information on the submissions was received after February 12, the TPB Program Committee on March 5, 2004 decided that the public comment period should be extended by releasing the updated

project submission information at the CAC meeting on March 11, 2004, and the extended public comment period closed on April 10, 2004; and

**WHEREAS**, the proposed significant change project submissions to be included in the air quality conformity analysis of the 2004 CLRP and FY 2005-2010 TIP are described in the attached memorandum of April 14, 2004 and its supporting materials; and

**WHEREAS**, on March 17 and April 21, 2004, the TPB was briefed on the project submissions and the more than 2,500 public comments received on the submissions and the recommended responses; and

**WHEREAS**, the air quality conformity analysis, the 2004 CLRP and the FY2005-2010 TIP are scheduled to be released for public comment July 21, 2004 and approved by the TPB at its September 15, 2004 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 the submissions for the 2004 Constrained Long Range Plan and FY2005-2010 TIP as described in the attached memorandum of April 14, 2004 and its supporting materials.

# M E M O R A N D U M

April 15, 2004

**TO:** Transportation Planning Board

**FROM:** Ronald F. Kirby
Director of Transportation Planning

**SUBJECT:** Responses to Comments Received Through the Close of the Public Comment Period on April 10, 2004 on Submissions for Inclusion in the Air Quality Conformity Assessment for the 2004 CLRP and FY 2005-2010 TIP

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At its February 18, 2004 meeting, the Board was briefed on the submissions received from state, regional and local agencies for the 2004 CLRP and the FY 2005-2010 TIP. These submissions were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on February 12. Because additional information on the submissions was received after February 12, the TPB Program Committee on March 5, 2004 decided that the public comment period should be extended by releasing the updated project submission information at the CAC meeting on March 11, 2004. This extended public comment period closed on April 10, 2004. At the March 17 meeting, the TPB was briefed on the initial responses to comments received through March 12.

At the April 21, 2004 meeting, the Board will be briefed on the comments received through the close of the public comment period on April 10 and the recommended responses, and asked to approve the submissions for inclusion in the air quality conformity analysis for the 2004 CLRP and the FY 2005-2010 TIP. Copies of the more than 2,500 comments received can be viewed on the web at "www.mwcog.org/transportation/public/comments.asp "

Key comments received through the close of the public comment period and recommended responses are summarized below:

1. Comment: The TPB should not include the ICC in the air quality conformity analysis for the CLRP until the final EIS is completed and the

record of decision is entered by the US Department of Transportation. Response: A final EIS and record of decision cannot be approved until after the conformity analysis and CLRP update are completed and approved.

The following sections of the Environmental Protection Agency's transportation conformity rule provide the necessary guidance on this point:

**"§ 93.106 Content of transportation plans.**
(2)(ii) The highway and transit system shall be described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years. Additions and modifications to the highway network shall be sufficiently identified to indicate intersections with existing regionally significant facilities, and to determine their effect on route options between transportation analysis zones. Each added or modified highway segment shall also be sufficiently identified in terms of its design concept and design scope to allow modeling of travel times under various traffic volumes, consistent with the modeling methods for area-wide transportation analysis in use by the MPO. Transit facilities, equipment and services envisioned for the future shall be identified in terms of design concept, design scope, and operating policies that are sufficient for modeling of their transit ridership. Additions and modifications to the transportation network shall be described sufficiently to show that there is a reasonable relationship between expected land use and the envisioned transportation system; and

**§ 93.107 Relationship of transportation plan and TIP conformity with the NEPA process.**
The degree of specifically required in the transportation plan and the specific travel network assumed for air quality modeling do not preclude the consideration of alternatives in the NEPA process or other project development studies. Should the NEPA process result in a project with design concept and scope significantly different from that in the transportation plan or TIP, the project must meet the criteria in §§93.109 through 93.110 for projects not from a TIP before NEPA process completion.

**§ 93.109 Fiscal constraints for transportation plans and TIPs.**
Transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450 in order to be found in conformity."

The MDOT letter of March 10, 2004 to TPB Chairman Zimmerman (copy attached) responded to questions and comments by the TPB members and the

public during the February 18, 2004 TPB meeting. In this letter it is explained that to meet the MDOT schedule to complete the NEPA process by May 2005 it is necessary to include the build alternatives in the TPB conformity analysis for the CLRP at this time.

2. Comment: The TPB should not include the ICC in the TIP or CLRP until the final EIS is completed and the record of decision is entered by the US Department of Transportation.

   Response The TPB at this time is not deciding to include either of the two build alternatives for the ICC in the TIP and CLRP. Once the air quality conformity analysis is completed, the TPB will be asked in September to make a conformity determination on the CLRP as a whole including one ICC build alternative. At this time, one alternative will be identified for inclusion in the CLRP that the TPB will be asked to approve.

3. Comment: In the previous DEIS, the public and federal agencies objected to the ICC because it would have a number of adverse environmental impacts affecting watersheds, park lands and animal habitats.

   Response: The previous NEPA process was not completed and did not address all of the alternatives and factors currently under study. The current process will address all of these impacts for the proposed build and no-build alternatives and provide information for the decision to build or not build the project.

4. Comment: Governor Glendenning cancelled the ICC because traffic benefits were minor compared to the financial and environmental costs.

   Response: Governor Ehrlich initiated this new NEPA process to examine all of the benefits and costs of the ICC. The previous NEPA process was not completed and did not address all of the alternatives and factors currently under study.

5. Comment: - The ICC will increase congestion, traffic accidents and travel times on I-494, I-270, I-95 and other highways and roads in the study area.

   - The ICC will decrease congestion, traffic accidents and travel times on I-495, I-270, I-95 and other highways and roads in the study area.

   Response: The NEPA process will quantify these impacts in detail over the coming months.

6. Comments: - The ICC will reduce air quality in the region.

   - The ICC will improve air quality in the region.
   - Officials in DC, Maryland and Virginia struggled to pay for TERMs - these gains should not be wiped out by the addition of the ICC.

   Response: Including the two build alternatives in the air quality analysis will provide the necessary information to assess the impact of the ICC on regional air quality. The CLRP cannot be updated to include the ICC until the TPB makes a conformity determination that the plan meets EPA regulations and the requirements of the Clean Air Act Amendments of 1990. Transportation Emission Reduction Measures (TERMs) have sometimes been necessary for the TPB to make a conformity determination.

7. Comment: The funding proposed for the ICC is not agreed upon and is inadequate for the project to be included in the air quality analysis or CLRP.

   Response: Federal planing regulations require that a financial plan demonstrate the consistency of proposed transportation investments with already available and projected sources of revenues. Projected funding sources are defined as those "that can reasonably be expected to be available." The MDOT letter to the TPB of March 12, 2004, provides a Conceptual Funding Plan that identifies a range of available sources of projected funding for the project.

8. Comment: Funding the ICC would jeopardize future federal monies for transportation needs and GARVEE bonds are risky and extremely costly.

   Response: The MDOT letter of March 12, 2004, states that the ICC Conceptual Funding Plan includes a range of available sources of projected funding for the project, including GARVEE, or Grant Anticipation Revenue Vehicle bonds that have their debt service paid with federal transportation funds received by Maryland. These bonds will be paid back with future federal funds. The debt service on these bonds will amount to approximately 10 to 15 percent of MDOT's annual federal apportionment. The term for these bonds will be based on market conditions at the time they are issued. Today's conditions suggest that GARVEEs should not extend beyond two federal authorizations.

9. Comment: The ICC will cost too much and takes funding away from transit projects.

Response: The MDOT letter of March 12, 2004, presents the current cost estimate and explains how other important transportation projects in Maryland will be funded given the projected cost of the ICC.

10. Comments: - Efforts should be focused on reducing single occupant vehicle dependency by promoting transit, bicycle and pedestrian alternatives.

    – Metro should be expanded to the area including an east-west connection.

    Response: The ICC alternatives include express bus service connecting to Metrorail stations which will improve east-west transit connectivity in the corridor. The CLRP currently includes the Bi-county Transitway linking Bethesda to Silver Spring and a study looking at a link between the Silver Spring and New Carrollton Metro stations.

11. Comment: The ICC should include a continuous high-quality bikeway.

    Response: Bikeway alternatives will be examined in the NEPA process.

12. Comments: - The ICC will promote sprawl.
    - We should use better zoning and land-use planning to reduce SOV demand.
    - The ICC will not exacerbate development; development has already occurred.
    - The ICC will not exacerbate sprawl because it will be a limited access facility and because adequate zoning regulations will be in place.
    - The ICC is consistent with Maryland's Smart Growth policies because it would serve existing priority funding areas.
    - The ICC has been in the county master plan for decades.
    - The development that has occurred in those portions of Montgomery County adjacent to the ICC corridor was predicated upon the future building of the ICC.

    Response: The air quality conformity analysis of the CLRP will utilize the Round 6.4 Cooperative Forecasts of population, households and jobs. These land use activity forecasts are based upon the local land use plans and zoning. The local jurisdiction planning directors will review potential adjustments to the Round 6.4 forecasts to reflect each of the two alternatives being analyzed for the ICC. The NEPA process also will examine land use impacts of the proposed alternatives.

13. Comments: - The ICC will shift jobs and investment away from Prince

George's County and the District of Columbia.

- The ICC will make jobs and housing more accessible between Montgomery and Prince George's counties.

Response: MDOT's letter of March 12, 2004 indicates that the University of Maryland is in the process of quantifying economic impacts of the ICC project.

14. Comments: - The ICC will diminish quality of life by increasing the public's dependence on driving, degrading the environment and increasing economic disparities in the region.

- The ICC will improve quality of life by increasing family time, reducing stress in getting to work and school, and improving economic opportunity.

Response: Concerns about quality of life—both positive and negative—will be considered in the NEPA process.

15. Comments: - The ICC's acceptable decibel limits are too high. The project will produce noise pollution.

- The ICC will not cause noise problems; it will be built with sound barriers.

Response: The NEPA process will identify noise impacts of the proposed build and no-build alternatives. Measures to mitigate noise impacts can be considered for incorporation into the project.

16. Comment: The ICC will make neighborhood roads safer and keep trucks off local roads.

Response: The NEPA process will identify safety impacts of the proposed alternatives.

17. Comment: Funds should be spent on improvements to existing intersections and road network.

Response: The NEPA process will identify impacts of the proposed alternatives and options for the no-build alternative.

18. Comment: The region needs to invest more in public transportation.

Response: Regional leaders on the TPB in February issued a call for an

increase of approximately 100 percent in funding over the next six years for transportation, including substantial increases for public transit.

19. Comment: The proposed corridor(s) go through my neighborhood.

Response: For any transportation investment there will be local impacts. The NEPA process will identify those impacts and provide detailed information for public review and discussion.

20. Comment: Building a new road like the ICC will induce demand.

Response: The TPB travel demand models and the review and finalization of the Round 6.4 Cooperative Forecasts of land use activity in the air quality conformity analysis will address induced demand associated with the ICC during the TPB's CLRP update process.

21. Comments: - The region needs to focus more on building circumferential facilities like the ICC, which will be a critical missing link between I-270 and I-95.
- The 1997 DEIS showed that land use changes and transit will not provide the traffic relief of the ICC.

Response: The NEPA process will identify positive and negative traffic impacts of the proposed alternatives and the no-build alternative.

22. Comment: At this time, the ICC does not satisfy the financial eligibility criteria to be included in the CLRP and the TIP .

Response: See response 7 above regarding the CLRP. At this time the TPB is not deciding to include either of the two build alternatives for the ICC in the CLRP and TIP. Once the air quality conformity analysis is completed, the TPB will be asked in September to make a conformity determination on the CLRP as a whole including one ICC build alternative. At this time, one alternative will be identified for inclusion in the CLRP and the TIP that the TPB will be asked to approve.

Federal planning regulations require that a TIP include only those projects for which construction and operating funds can "reasonably be expected to be available" and that projects included for the first two years must be limited to those for which funds are available or committed. The TIP submission for the ICC will indicate such funding for the first two years of the TIP.

23. Comment: The ICC project submission fails to include sufficient

descriptive material to permit air quality analysis.

Response: The processes for project solicitation, air quality conformity assessment, and CLRP / TIP development involve two steps, each with a different level of detail. The first step is designed to provide an understanding of key elements of a project, such as design concept and cost. This step utilizes the CLRP and / or TIP "Proposed Project or Action Description Form". Specifically, this form includes project location and jurisdiction, submitting agency, type and description, phasing, purpose / contribution to regional goals, funding and schedule, and congestion management system documentation.

The second step of the process involves the transportation network coding required for technical analysis. While most project submissions which affect conformity simply involve a change in the number of travel lanes or in the facility type, major highway and transit projects typically involve additional components and a more detailed level of specificity, Such characteristics as interchange configurations and the bus routes, stops and headways for new transit services which feed rail stations or operate on a new highway or HOV facility must also be specified. This more detailed information is provided to TPB staff by the sponsoring agency prior to the initiation of network coding activities.

Materials related to the ICC which have been advanced by MDOT as part of the 2004 CLRP and FY 2005-2010 TIP submissions are consistent with the level of detail associated with other large projects submitted to the TPB in previous years, such as the Woodrow Wilson Bridge Improvement Project and the Dulles Corridor Rapid Transit Project. Less typical, although not unprecedented, is the submission of two different alignments for testing. Before network coding can begin, MDOT will need to provide more detailed information on the specific elements to be modeled for each alignment, including interchange and ramp configurations, time-of-day toll policies for managed lanes, and transit services.

24. Comment: The TPB should conduct an air quality analysis on an ICC no-build alternative to provide a baseline against which other proposals can be compared.

Response: EPA air quality conformity requirements include a demonstration that the CLRP and TIP adhere to mobile source emissions budgets established in the air quality state implementation plans (SIPs). This budget test ensures that the transportation system, reflecting all of the proposed projects and their phasing through time, will be consistent with the mobile source emissions levels specified in the SIP budgets. Comparisons of ICC build alternatives with a no-build condition are

performed for transportation system performance, environmental, and other measures of effectiveness within the EIS process.

**Maryland Department of Transportation**
The Secretary's Office

**Robert L. Ehrlich, Jr.**
Governor
**Michael S. Steele**
Lt. Governor
**Robert L. Flanagan**
Secretary
**Trent M. Kittleman**
Deputy Secretary

March 10, 2004

The Honorable Christopher Zimmerman, Chairman
Metropolitan Washington Council of Governments
National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington D.C. 20002

Dear Chairman Zimmerman:

Given the extent of questions and comments raised by Transportation Planning Board (TPB) members and the public during the February 18th TPB meeting regarding the project submissions for inclusion in the air quality conformity analysis for the 2004 Constrained Long Range Plan (CLRP) and FY2005-2010 Transportation Improvement Program (TIP), the Maryland Department of Transportation (MDOT) strongly supports that the vote on the submissions be delayed until the April 21st TPB meeting. This action will allow the board and public additional time to review the complete project submissions as well as to provide sufficient time for TPB staff to prepare the comment/response document.

A number of questions/comments were raised at the February TPB meeting specifically related to the Intercounty Connector (ICC) project and we wish to respond.

**The Draft Environmental Impact Statement (DEIS)/ Final Environmental Impact Statement (FEIS) is not complete, so why is the ICC being submitted for inclusion in the CLRP now?**

It is common to include projects in the CLRP that have not fully completed the National Environmental Policy Act (NEPA) process as well as many projects that are not currently in the planning phase or do not have an established schedule for planning, design, or construction. Examples of projects that have been included in the CLRP prior to a completed environmental document include the Woodrow Wilson Bridge, the Springfield Interchange, and the Dulles Rail Project.

In addition, the ICC is being studied using a streamlining process, as part of Executive Order 13274 (EO) on Environmental Stewardship and Transportation Infrastructure Project Reviews. Having the federal, state, and local agencies work concurrently and resolve issues in a collaborative and timely manner makes for an effective NEPA review process. These reviews are rigorous and comprehensive and include all of the requirements; no steps or regulations are skipped.

My telephone number is 410-_____ _____
Toll Free Number 1-888-713-1414, TTY User Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The schedule for the ICC, which is summarized below, shows the time frame for this study, with a Record of Decision (ROD) anticipated in May 2005. Although this represents an ambitious task, the ICC Project Team, as well as the other agencies involved, are currently in line with the enclosed schedule. The ICC needs to be included in the 2004 CLRP and FY 2005 TIP in order stay on schedule to receive the ROD in May 2005 and, if a build alternate is selected begin design. The TPB will not be approving the CLRP/TIP until September and will not receive approval from the federal agencies until late 2004 or early 2005. To wait until next year's update of the CLRP/TIP would delay the project.

| | | |
|---|---|---|
| Interagency Kickoff Meeting | June 15, 2003 | Completed |
| Public Open Houses | June 26 & 30, 2003 | Completed |
| Alternatives Public Meetings | November 13, 15, 19, 2003 | Completed |
| Preliminary Engineering/ Environmental Analysis | Winter – Fall 2004 | Beginning |
| Public Information Meetings | Summer 2004 | |
| Draft EIS/ Public Hearings | Fall 2004 | |
| Select Final Alternative | Late Fall 2004 | |
| Final EIS | March 2005 | |
| Record of Decision | May 2005 | |
| Detailed Engineering (if build alternate is chosen) | 2004-2007 | |
| Right-of-way Acquisition | 2003-2007 | |
| First Construction Contract Underway | Fall 2006 | |
| Construction | 2006-2010 | |

Placing the Inter-County Connector into the CLRP now will lead to better regional planning decisions. The regional modeling and planning processes for other studies and facilities will benefit from this more accurate depiction of the future transportation network.

**What about induced demand?**

The ICC is a regional facility that would carry regional traffic, thus expanding mobility and reducing congestion on local roads that are currently carrying significantly more traffic than they were ever intended to.

In addition, the multimodal element of the project, which utilizes express bus service in conjunction with roadway enhancements, is critical to improving overall transit usage, especially in connecting key transit hubs. The managed facility will provide opportunities to increase bus routes that are not feasible due to the amount of east/west traffic on disconnected local roadways.

The ICC, regardless of which build alternative might be selected, will facilitate east-west traffic movements across and within the bicounty Study Area. Some of these trips are trips that are currently being made with slightly different origins and designations. This latent demand is realized because of the improvements to local roadways and intersections brought about by the addition of the ICC. However, these are still trips currently being made and the traffic analysis for the ICC study indicates that these are not entirely new trips.

**What about air quality?**

One purpose of including the ICC in the CLRP is to test its effects on the region's air quality plan. The ICC must be included to complete the federal transportation conformity assessment because it is a planned facility that is envisioned to be completed well within the life of the CLRP.

The State of Maryland is committed to working on mitigation measures. The ICC is not planned as a Single Occupancy Vehicle (SOV) roadway. Managed lanes and express buses are both important components of this project.

One of the reasons to include the ICC in the CLRP is to get an official sense of the impacts. TPB staff maintains the region's travel demand model and the region's official mobile emissions post-processor, and so any other analysis tool would only provide an estimated emissions outcome. Using TPB's federally approved analysis tools will definitively establish the emissions outcomes associated with the ICC's construction, and this information will help the State prepare for any related air quality planning issues that may arise.

It should be noted that the emissions outcome associated with ICC construction is not known at this time, and that the congestion relief brought by the ICC is expected to provide the region with an emissions benefit, not an emissions detriment. It is anticipated that the ICC will improve mobility and is a key piece of the long-planned transportation network.

**What's the public input on the project?**

It is hard to imagine a project in the region that has received more public input, and more is to come. The Study Team, working closely with federal, state and local agencies, has developed a comprehensive and interactive public involvement process to ensure that comments are received and project information is disseminated. Public involvement is essential to the success of any transportation project. Throughout the 40 years of master planning and project planning history of the ICC studies, the public has been heavily involved in ICC study efforts. SHA is committed to reaching out to the public and encouraging residents, business owners, elected officials, motorists and special interest groups to become involved in the ICC study, and the public has responded. Public open houses, workshops, newsletters and media briefings have been and will continue to be conducted. The public involvement efforts that we are successfully employing include:

- The ICC website (www.iccstudy.org), including community input obtained through the "Contact Us" page
- Public meetings including virtual Open Houses on the website that contain all the materials presented at the public meetings
- Newsletters
- Fact Sheets providing project information at a glance
- Information Centers located throughout the Study Area
- Community meetings and outreach programs
- Attendance at the Montgomery County and Prince George's County fairs

Also, in November 2003, Alternatives Public Workshops were held at three locations in the Study Area, with two meetings in Montgomery County and one in Prince George's County. A total of 1,230 people attended and close to 800 comment cards were received (including those received through the mail and project website). Intense and interactive public involvement will continue throughout this study. More public information meetings and the public hearing on the DEIS will be held in 2004.

**Does the funding concept presented for the ICC adequately address the financial requirements of the CLRP process?**

Yes. The State of Maryland has been working with the Federal Highway Administration, Division Office. The FHWA Division Office has agreed that the funding concept plan MDOT has provided is more than sufficient to meet the requirements of the Long Range Plan.

MDOT is committed to funding the ICC with the sources that have been outlined, which include the use of GARVEE bonds, Maryland Transportation Authority (MdTA) bonding capacity, revenues from tolls on the ICC, trust fund contribution and special federal funds.

GARVEE, or Grant Anticipation Revenue Vehicles, are bonds whose debt service is paid with federal transportation funds received by a State. GARVEEs have been issued by at least 11 states, and are generally well regarded in the bond market. GARVEEs have been rated either AA or A -, both of which are good investment grade ratings.

GARVEEs are one of several components of the ICC concept-funding plan. Use of GARVEEs on the ICC is intended to allow the project to be implemented sooner than otherwise would be possible with less reliance on the State's available funds in the short term, thus maximizing the funding available for other needed transportation projects throughout the State.

GARVEE bonds are paid back with future federal dollars. The debt service on this bond amounts to approximately 10-15% of MDOT's annual federal apportionment. Legislation allowing MDOT to issue GARVEE bonds was adopted during the 2003 General Assembly Session without any dissenting votes. The term for GARVEE bonds should be based on market conditions at the time the bonds are issued. Today's conditions suggest that GARVEEs should not extend beyond two federal authorizations. This thinking has been incorporated into MDOT's funding concept plan for the ICC.

While a full range of funding has been indicated in several funding sources, any of the funding sources indicated is available to accommodate any amount in that range.

**How will other important transportation projects be funded given how much the ICC will cost?**

The beauty of the funding concept plan for the ICC is that it has very little impact on the Transportation Trust Fund. It was the intent of this Administration to find a way to fund the ICC that did not impact future funding of other projects across the State. As mentioned above, the debt service on the GARVEE bond is only 10-15% of MDOT's annual federal apportionment, and the proposed trust fund contribution is estimated to be between $50-$100 million for the entire project. This leaves the trust fund fully available to be able to accomplish the Governor's vision of "delivering a more mobile Maryland in every corner of the State".

Governor Ehrlich has developed a funding plan to address the ICC and other needs throughout the State. Our current estimate of the cost of the ICC is $1.7 billion. The federal government will provide a majority of the funding. As explained above, we will include a combination of creative funding sources for the balance so that money will be available in Maryland's Transportation Trust Fund for other highway needs. These additional sources include tolls, various types of bonds and federal grants.

**What is the economic impact of the ICC, particularly on Prince George's County?**

The Intercounty Connector Study is in the process of quantifying economic analysis information associated with project alternatives through an independent evaluation by the University of Maryland. The study includes analysis of the economic impact of the ICC. It will measure transportation-related factors affecting economic strength such as business travel costs, changes in business market, personal travel costs, access to employment, and quality of life. In addition, it will evaluate the following factors:

- Lowering production costs due to travel time savings to road users
- Increasing the relative attractiveness of an interstate highway corridor location (I-95, I-270) by enhancing accessibility

The connection to major growth centers and economic engines like BWI Airport and the Baltimore area would not only provide better connectivity to the I-270 and I-95corridors, but would also reduce the cost of doing business for companies throughout the Study Area that benefit from better mobility when accessing these growth centers.

Hopefully, we have provided information in our response that assists the Board in better understanding the ICC project, which is a critical part of the State's and regions planned infrastructure.

Sincerely,

Marsha J. Kaiser, Director
Office of Planning and Capital Programming

cc: MD TPB members
Mr. Robert L. Flanagan, Secretary, MDOT
Ms. Trent M. Kittleman, Deputy Secretary, MDOT

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

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**MEMORANDUM**

Date: April 15, 2004

To: Transportation Planning Board

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

Subject: Proposed Significant Changes for the Air Quality Conformity Analysis of the 2004 CLRP and the FY2005-2010 TIP

The attached document describes the proposed significant changes reflected in the air quality conformity inputs for the 2004 Constrained Long Range Plan (CLRP) and the FY2005-2010 Transportation Improvement Program (TIP) relative to the approved 2003 CLRP and FY2004-2009 TIP. Significant changes are those relating to facility types 1, 2, and 5 (interstates, principal arterials, and other limited access parkways and roadways). Table 1a lists the significant change projects that are inside the TPB planning area, and Table 1b lists the significant change projects that are outside the TPB planning area but are inside the MSA. Exhibit 1 maps the significant change projects that are inside the TPB planning area. Detailed description sheets for each of the projects are attached.

Two appendices to this memorandum are bound separately. Appendix A contains maps and summary descriptions of projects in the approved 2003 CLRP (as of December 31, 2003). Appendix B provides a table listing all projects to be included in the air quality conformity analysis for the 2004 CLRP and the FY2005-2010 TIP, with shading to highlight proposed changes from the approved 2003 CLRP and FY2004-2009 TIP.

Attachment

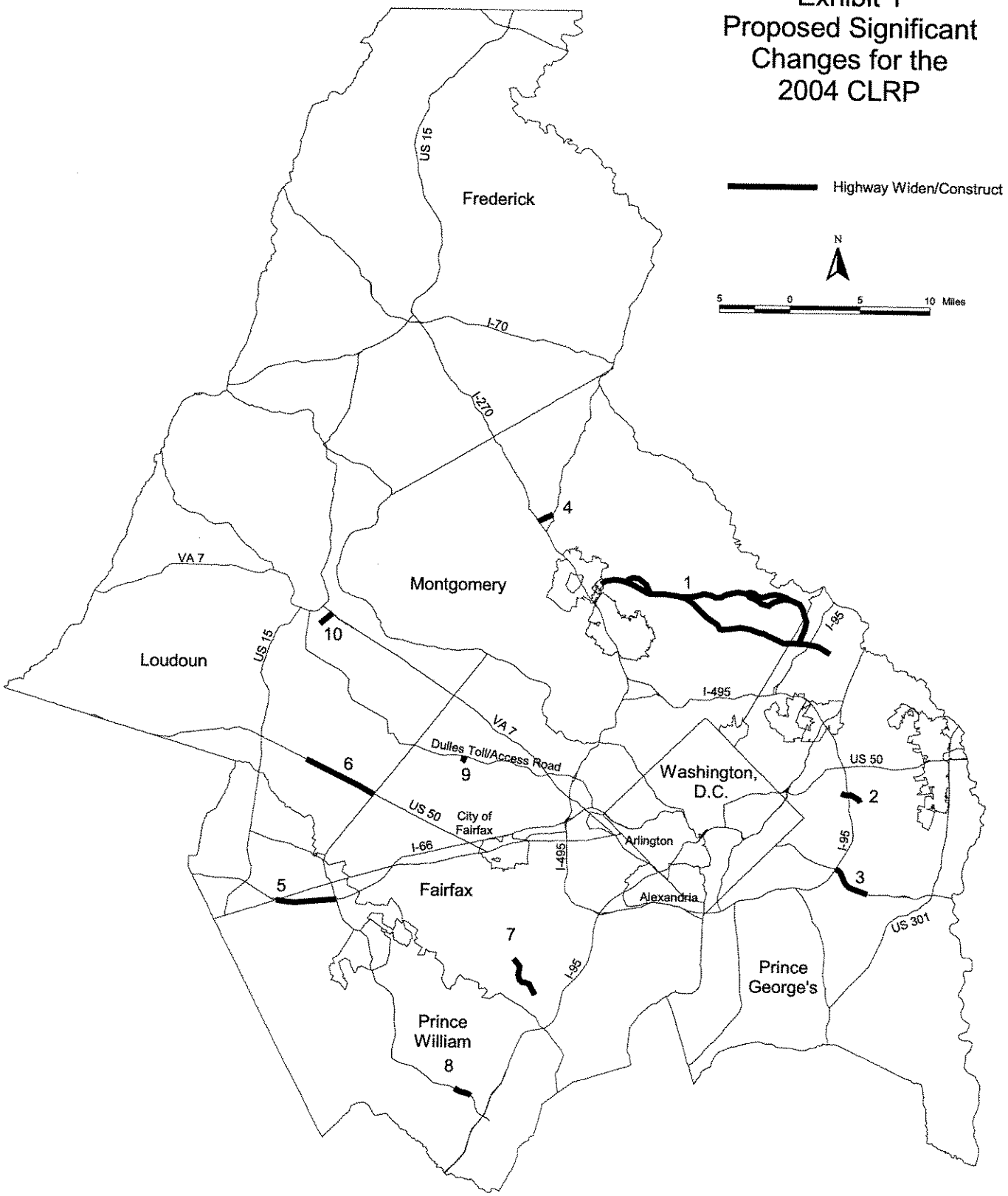
# Table 1a
# Significant Changes
# for the
# Air Quality Conformity Analysis
# of the
# 2004 CLRP and FY2005-2010 TIP
# Projects Inside the TPB Planning Area

| ID | Agency | Improvement | Facility | From/At | To | Completion Date | Fac. Type from | Fac. Type to | # Lanes from | # Lanes to |
|---|---|---|---|---|---|---|---|---|---|---|
| **MARYLAND** | | | | | | | | | | |
| 1 | MDOT | ~~Study~~ ***Construct*** | Intercounty Connector | I-270 | I-95 / US 1 | ~~not coded~~ ***2010*** | 0 | 1 | 0 | 6 |
| 2 | MDOT | ~~Reconstruct~~ ***Widen*** | MD 202 | N. of Brightseat Rd. | S. of Technology Way | ~~2005~~ ***2015*** | 2 | 2 | 6 | ~~6~~ ***6+2*** |
| 3 | MDOT | Upgrade/Widen | MD 4 ~~HOV and general use lanes~~ | MD 223 | I-95 / I-495 | 2015 | 2 | 5 | 4 | ~~6+2~~ ***6*** |
| 4 | Mont. Co. | Widen | Father Hurley/ Ridge Rd. | I-270 | existing MD 27 | ~~2020~~ ***2010*** | 2 | 2 | 4 | 6 |
| **VIRGINIA** | | | | | | | | | | |
| 5 | VDOT | Widen | I-66 (HOV during peak) ***(5 lanes EB)*** | US 29 Gainesville | VA 234 | 2010 | 1 | 1 | 4 | ~~8~~ ***9*** |
| 6 | VDOT | Widen | US 50 | ~~Loudoun/Fairfax Line~~ ***VA 659 Relocated*** | VA 661 (Lee Rd.) | ~~2020~~ ***2012*** | 2 | 2 | 4 | 6 |
| 7 | VDOT | Widen | VA 123 | ~~Lee Chapel~~ ***Hooes Rd.*** | Fairfax County Parkway | 2015 | 2 | 2 | 4 | 6 |
| 8 | VDOT | Widen | VA 234 | ~~Waterway Dr.~~ ***Country Club Dr.*** | Eclipse Dr. | 2006 | 2 | 2 | 2 | 4 |
| 9 | ***VDOT*** | ***Modify*** | ***Fairfax County Pkwy. (convert existing 5th & 6th lanes to HOV)*** | ***Sunrise Valley Dr.*** | ***Dulles Toll Rd.*** | ***2015*** | ***2*** | ***2*** | ***6*** | ***4+2*** |
| 10 | VDOT | Construct | Battlefield Parkway | Kincaid Blvd. | VA 7 | ~~2006~~ ***2009*** | 0 | ~~3~~ ***2*** | 0 | ~~2~~ ***4*** |

# Table 1b
# Significant Changes
# for the
# Air Quality Conformity Analysis
# of the
# 2004 CLRP and FY2005-2010 TIP
# Projects Outside the TPB Planning Area

| ID | Agency | Improvement | Facility | From/At | To | Completion Date | Fac. Type from | Fac. Type to | # Lanes from | # Lanes to |
|---|---|---|---|---|---|---|---|---|---|---|
| **MARYLAND** | | | | | | | | | | |
| 1 | MDOT | Widen | MD 2/4 | S. of MD 765 | N. of Stoakley Rd. | ~~2025~~ *2015* | 2 | 2 | 4 | ~~6~~ *6+2* |
| **VIRGINIA** | | | | | | | | | | |
| 2 | ***FAMPO*** | ***Reconstruct*** | ***I-95 Interchange w/CD lanes (Phase 2 construction)*** | ***at VA 627*** | | ***2025*** | | | | |
| 3 | FAMPO | Widen | US 17 Bypass | I-95 | ~~VA 654~~ ***Village Parkway*** | 2010 | 2 | 2 | 4 | 6 |
| 4 | FAMPO | ~~Widen~~ | ~~VA 218 (White Oak Rd.)~~ | ~~VA 212/VA 218~~ | ~~VA 600~~ | ~~2015~~ | ~~3~~ | ~~3~~ | ~~2~~ | 4 |
| 5 | FAMPO | ~~Construct~~ | ~~Outer Connector~~ | ~~US 1 in Stafford~~ | ~~VA 3 (W. of Frd.brg)~~ | ~~2010~~ | ~~0~~ | ~~3~~ | ~~0~~ | 4 |
| 6 | ***FAMPO*** | ***Widen*** | ***US 1*** | ***1.5 mi. n. of US 637N*** | ***VA 610*** | ***2025*** | ***2*** | ***2*** | ***4*** | ***6*** |
| 7 | ***FAMPO*** | ***Widen*** | ***US 1*** | ***VA 610*** | ***VA 630*** | ***2025*** | ***2*** | ***2*** | ***4*** | ***6*** |
| 8 | ***FAMPO*** | ***Widen*** | ***US 1*** | ***VA 212*** | ***Princess Anne St.*** | ***2030*** | ***2*** | ***2*** | ***4*** | ***6*** |

# Exhibit 1
# Proposed Significant Changes for the 2004 CLRP



# Proposed Significant Changes from the 2003 CLRP

1. Construct a new east-west , multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations. The conformity analysis will include each of the two submitted alignments of the six-lane facility. The completion date is 2010. The 2003 CLRP includes the project as a study only.

2. Add an auxiliary lane to the reconstruction of MD 202 from north of Brightseat Rd. to south of Technology Way, and change the completion date to 2015. The 2003 CLRP does not include the auxiliary lane and has a completion date of 2005.

3. Remove HOV lanes from the widening to a six-lane freeway of MD 4 from MD 223 to I-95/I-495. The 2003 CLRP includes a widening to four conventional lanes plus two HOV lanes.

4. Change the completion date to 2010 on the widening to a six-lane divided highway of Father Hurley/ Ridge Rd. from I-270 to existing MD 27. The 2003 CLRP has a completion date of 2020.

5. Add an east-bound auxiliary lane to the widening of I-66 from US 29 Gainesville to VA 234. The facility will now provide eight conventional lanes plus the auxiliary lane during non-peak periods. During peak periods, the median lane will be restricted and operate as a concurrent flow HOV lane. The 2003 CLRP does not include the auxiliary lane.

6. Change the project limits to include widening to six lanes of an additional segment of US 50 from the Loudoun/Fairfax County line to VA 659 relocated. Change the completion date to 2012. The 2003 CLRP includes the widening from VA 661 (Lee Rd.) to the Fairfax/Loudoun County line, with a completion date of 2020.

7. Change the project limits to include widening to six lanes of an additional segment of VA 123 from Hooes Rd. to Lee Chapel Rd. with a completion date of 2015. The 2003 CLRP includes the widening of VA 123 from Lee Chapel Rd. to the Fairfax County Parkway by 2015.

8. Change the project limits to include widening to a four lane facility (on a six-lane right-of-way) of an additional segment of VA 234 from County Club Dr. to Waterway Dr. by 2006. The 2003 CLRP includes the widening from Waterway Dr. to Eclipse Dr. by 2006.

9. Modify the Fairfax County Parkway to convert the existing 5$^{th}$ and 6$^{th}$ lanes to HOV from Sunrise Valley Dr. to the Dulles Toll Rd. with a completion date of 2015. The 2003 CLRP does not include this conversion.

10. Add an additional lane in each direction to the construction of the Battlefield Parkway from Kincaid Blvd. to VA 7 with a completion date of 2009. The new facility will be a four-lane divided roadway. The 2003 CLRP includes the construction of a two-lane facility with a completion date of 2006.

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Intercounty Connector**
From/At: **I-270**
To: **I-95/US 1**
Jurisdiction: **Montgomery County, Prince George's County**

2. Submitting Agency: **MDOT/SHA/MdTA**
Last Modified On: **2/17/2004**

3. Project Type and Description

☑ Construction
☐ Transportation Emissions Reduction Measure (TERM)
☐ Study
☐ Illustrative Project
☐ Other Action/Strategy

Description of project or action:
**Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors.**

4. Project Phasing

| Project ID | In TIP | Improvement | Facility | From | To | # Lane From | # Lane To | Completion Date |
|---|---|---|---|---|---|---|---|---|
| | ☑ | Construct | Intercounty Connector | I-270 | I-95/US 1 | 0 | 6 | 2010 |

5. Purpose/contribution to regional goals

**The purpose of the Intercounty Connector (ICC) project is to link existing and proposed developed areas between the I-270 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County with a state-of-the-art, multi-modal, east-west highway that limits access and accommodates passenger and goods movement. This transportation project is intended to increase community mobility and safety; to facilitate the movement of goods and people to and from economic centers; to provide cost-effective transportation infrastructure to serve existing and future development patterns reflecting local land use planning objectives; to help restore the natural, human and cultural environments from past development impacts in the project area; and to advance homeland security.**

6. Funding and Schedule Information

Cost (In Thousands): **$1,700,000**
Date of completion or implementation: **2010**
Source: **Federal, State,**
Cost and schedule remarks:
**Project is in preliminary planning. The current funding concept plan assumes the project will be paid for with a mix of Maryland Transportation Authority bonds, special federal funds, Garvee bonds, tolls and state funds. (See attached table)**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? ☑ Yes ☐ No

If yes, does this project require a CMS Documentation form under the given criteria? ☑ Yes ☐ No

If not, please identify the criteria that exempt the project here:

# Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/SHA/MdTA** Last Modified On: **2/17/2004**

2. Location and Jurisdiction

Facility: **Intercounty Connector**
From/At: **I-270**
To: **I-95/US 1**
Jurisdiction: **Montgomery County, Prince George's County**

3. Description of Project or Action

**Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors.**

4. Project Status

**In previous TIP for planning and right-of-way for protective and hardship acquisitions. Proceeding as scheduled**

5. Environmental Review

**DEIS** **Under preparation**

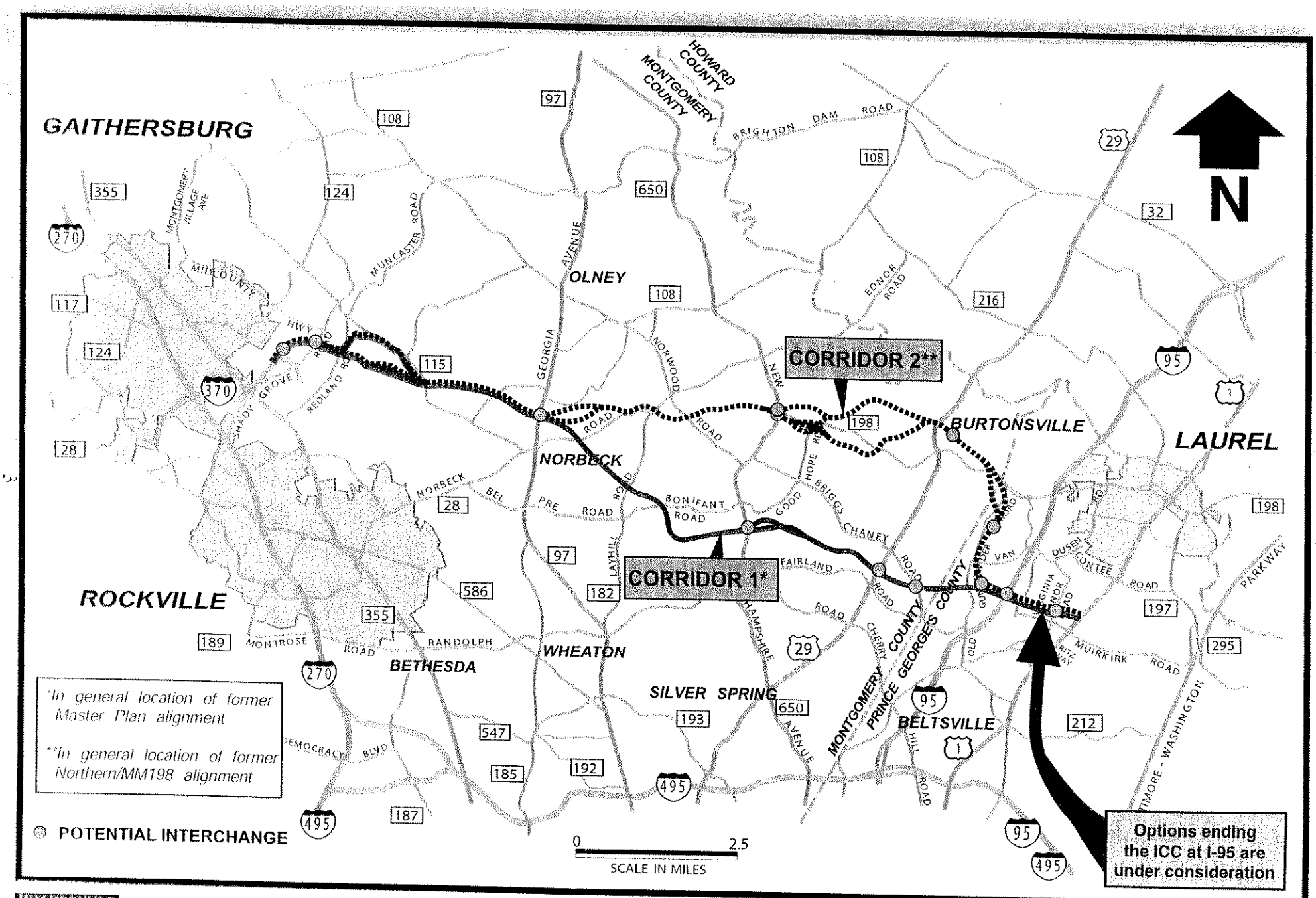
6. Funding and Schedule Information

Date of completion or implementation: **2010**

| Source | FY | Amount ($1,000s) | Phase | % Fed/State/Loc | |
|---|---|---|---|---|---|
| Federal/State | | | | | |
| | 2004 | $32,000 | P.E. | 80 | 20 |
| | 2004 | $15,100 | R.O.W. Acquisition | 80 | 20 |
| | 2005 | $36,000 | R.O.W. Acquisition | 80 | 20 |
| | 2005 | $53,000 | P.E. | 80 | 20 |

Cost and schedule remarks:

**Project is in preliminary planning. The current funding concept plan assumes the project will be paid for with a mix of Maryland Transportation Authority bonds, special federal funds, Garvee bonds, tolls and state funds. (See attached table)**




INTERCOUNTY CONNECTOR ICC

# Preliminary Alternatives

**LEGEND**

CORRIDOR 1

CORRIDOR 2

| ICC CONCEPTUAL FUNDING PLAN - OPTIONS | | |
|---|---|---|
| **Components** *(Funding Sources)* | **Range** (millions) | **Comments** |
| Total Required | $1,700 | - Preliminary estimate - subject to change |
| GARVEE Bonds *(Federal Funds)* | $900 - $1,000 | - New / additional future federal highway funds pay debt service<br>- Approx. $60 million /yr. for 30 years. Compare to:<br>  - *FY 98-03 MD average = $430 M / year*<br>  - *$50 M to $100 M in new federal funds from reauthorization; $480 M to $530 M / year total*<br>- MdTA could issue GARVEES; does not impact MDOT debt affordability /caps<br>- Issues: amount, term, interest rates, bond insurance and pledge requirements.<br>- Reasonable contribution from MdTA<br>- May need to reduce amount / term of GARVEES |
| MdTA Bonds *(ICC Tolls)* | $400 - $600 | - No final decision to impose tolls<br>- Tolls assist in financing project without causing burden to other parts of program<br>- Tolls could be effective way to manage traffic<br>- Toll-managed roadway could assure predictable and travel time for transit<br>- Amount supported by tolls not yet defined; more study required |
| MdTA Bonds *(bonding capacity)* | $100 - $350 | - Reasonable contribution from MdTA<br>- If ICC is a toll project – MdTA involvement would enhance financing (pooled resources). |
| Pay-As-You-Go *(MDOT - TTF)* | $50 - $300 | - Logical – given that ICC has been such a high priority for state – and for DC area<br>- Could include revenues from sale of assets and additional federal funds from re-authorization |
| Pay-As-You-Go *(Special Fed Funds)* | $10 - $50 | - Specific to ICC from re-authorization and / or annual appropriations<br>- Special request to Congress and Bush Administration |

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

2. Submitting Agency: **MDOT/State Highway Administration**

Facility: **MD 202 Largo Town Center Metro Acce** Last Modified On: **2/11/2004**
From/At: **North of Brightseat Road**
To: **South of Technology Way**
Jurisdiction: **Prince George's County**

3. Project Type and Description

☑ Construction
☐ Transportation Emissions Reduction Measure (TERM)
☐ Study
☐ Illustrative Project
☐ Other Action/Strategy

Description of project or action:

**Provide improved access to the planned metro station at Largo Town Center. This includes intersection improvements and auxilliary lanes between intersections along MD 202 from north of Brightseat Road to south of Technology Way, and including minor ramp improvements for I-95 at MD 202 and MD 214. Major intersections included are as follows:**
**MD 202 at Brightseat Road;**
**MD 202 at Lottsford Road;**
**MD 202 at Technology Way;**
**MD 202 at McCormick Road;**
**I-95 at MD 202 Interchange;**
**I-95 at MD 214 Interchange.**
**Bicycle/pedestrian accomodations included**

4. Project Phasing

| Project ID | In TIP | Improvement | Facility | From | To | # Lane From | # Lane To | Completion Date |
|---|---|---|---|---|---|---|---|---|
| | ☑ | Reconstruct | MD 202 Largo Town Center Metro Access Improvement | North of Brightseat Road | South of Technology Way | 6 | 6 | 2015 |

5. Purpose/contribution to regional goals

**This project will improve traffic operation along MD 202 and will enhance access to the new Largo Town Center Metro Station and the joint Transit Oriented Development (TOD) in the vicinity of the Metro Station. This project is consistent with the local master plans and is compatible with the following TPB's adopted vision, policy, goals and objectives:**

**Policy Goals 1, 2, 3 and 4.**

6. Funding and Schedule Information

Cost (In Thousands): **$17,000**
Date of completion or implementation: **2015**
Source: **Federal, State**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? ☐ Yes ☑ No

If yes, does this project require a CMS Documentation form under the given criteria? ☐ Yes ☑ No

If not, please identify the criteria that exempt the project here:

**The purpose of this project is to improve access to the Largo Town Center Metro Station and the proposed TOD at the Metro Station.**

# Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

1. Agency: **MDOT/State Highway Administration** Last Modified On: **3/1/2004**

2. Location and Jurisdiction

| | |
|---|---|
| Facility: | **MD 202 Largo Town Center Metro Access Improvement** |
| From/At: | **North of Brightseat Road** |
| To: | **South of Technology Way** |
| Jurisdiction: | **Prince George's County** |

3. Description of Project or Action

**Provide improved access to the planned Largo Town Center Metro Station. This includes intersection improvements and auxilliary lanes between intersections along MD 202 from north of Brightseat Road to south of Technology Way, including minor ramp improvements for I-95 at MD 202 and MD 214. Major intersections included are as follows:**
**MD 202 at Brightseat Road;**
**MD 202 at Lottsford Road;**
**MD 202 at Technology Way;**
**MD 202 at McCormick Road;**
**I-95 at MD 202 Interchange;**
**I-95 at MD 214 Interchange.**
**Bicycle/pedestrian accomodations included**

4. Project Status

**In previous TIP, proceeding as scheduled**

5. Environmental Review

**CE** **Proposed for preparation**

6. Funding and Schedule Information

Date of completion or implementation: **2015**

| Source | FY | Amount ($1,000s) | Phase | % Fed/State/Loc | |
|---|---|---|---|---|---|
| Fed/State | | | | | |
| | 2004 | $200 | Carry Over | 80 | 20 |
| | 2005 | $1,900 | P.E. | 80 | 20 |

Cost and schedule remarks:

**These improvements were added to the Development and Evaluation Program of the FY04-09 Consolidated Transportation Program.**

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MD 4, Pennsylvania Avenue**
From/At: **MD 223**
To: **I-95/I-495**
Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**
Last Modified On: **2/11/2004**

3. Project Type and Description

☑ Construction
☐ Transportation Emissions Reduction Measure (TERM)
☐ Study
☐ Illustrative Project
☐ Other Action/Strategy

Description of project or action:

**MD 4 west of MD 223 is currently a four-lane divided principal arterial with partial access controls. This project will eliminate all at-grade intersections, widen the existing MD 4 to a six-lane freeway. Bicycle/pedestrian accomodations included**

4. Project Phasing

| Project ID | In TIP | Improvement | Facility | From | To | # Lane From | # Lane To | Completion Date |
|---|---|---|---|---|---|---|---|---|
| | ☑ | Construct | MD 4 (Pennsylvania Avenue) | Interchanges at Westphalia Rd., Suitland Pkwy., Dower House Rd. | | 4 | 4 | 2015 |
| | ☑ | Upgrade/Wide | MD 4 | MD 223 | I-95/I-495 | 4 | 6 | 2015 |

5. Purpose/contribution to regional goals

**This project would eliminate existing congestion and accommodate projected development in the corridor. This project is consistent with local land-use plans, including the Master Plan for Melwood-Westphalia and the Master Plan for Subregion V.**

6. Funding and Schedule Information

Cost (In Thousands): **$180,455**
Date of completion or implementation: **2015**
Source: **Federal, State,**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? ☑ Yes ☐ No

If yes, does this project require a CMS Documentation form under the given criteria? ☑ Yes ☐ No

If not, please identify the criteria that exempt the project here:

**CMS requirements was addressed as part of project planning in 1996 (See Congestion Management Document Form).**

# Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/State Highway Administration** Last Modified On: **3/1/2004**

2. Location and Jurisdiction

| | |
|---|---|
| Facility: | **MD 4** |
| From/At: | **MD 223** |
| To: | **I-95/I-495** |
| Jurisdiction: | **Prince George's County,** |

3. Description of Project or Action

**Provide one additional lane in each direction within the limits of project.**
**No bicycle/pedestrian accomodations included**

4. Project Status

**In previous TIP, proceeding as scheduled**

5. Environmental Review

**FONSI** **Approved**

6. Funding and Schedule Information

Date of completion or implementation: **2015**

| Source | FY | Amount ($1,000s) | Phase | % Fed/State/Loc |
|---|---|---|---|---|

Cost and schedule remarks:

**Cost shown in the MD 4 Interchanges Project.**

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

2. Submitting Agency: **Montgomery County**

Last Modified On: **3/10/2004**

Facility: **Father Hurley/ Ridge Rd.**
From/At: **eastern gore Father Hurley/I-270 interch.**
To: **existing Ridge Rd. (MD 27) between MD**
Jurisdiction: **Montgomery County,**

3. Project Type and Description

- ☑ Construction
- ☐ Transportation Emissions Reduction Measure (TERM)
- ☐ Study
- ☐ Illustrative Project
- ☐ Other Action/Strategy

Description of project or action:

**This project provides for the widening of Father Hurley Blvd/Ridge Road from four lanes to a six lane divided highway. The widening extends for approximately 4200 feet from the eastern gore of the interchange with I-270 to north of MD 355.**

4. Project Phasing

| Project ID | In TIP | Improvement | Facility | From | To | # Lane From | # Lane To | Completion Date |
|---|---|---|---|---|---|---|---|---|
| MC5c | ☐ | Widen | Father Hurley/ Ridge Rd. | I-270 | existing MD 27 | 4 | 6 | 2010 |

5. Purpose/contribution to regional goals

**This project improves the transportation system and reduces congestion between MD 27, I-270 and the Germantown Town Center.**

6. Funding and Schedule Information

Cost (In Thousands): **$2,500**

Date of completion or implementation: **2010**

Source: **Local, Bonds, Other,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? ☐ Yes ☑ No

If yes, does this project require a CMS Documentation form under the given criteria? ☐ Yes ☑ No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **I-66 (HOV during peak)**
From/At: **US 29 (Gainesville)**
To: **VA 234 Business (Sudley Road)**
Jurisdiction: **Prince William County,**

2. Submitting Agency: **VDOT**
Last Modified On: **2/10/2004**

3. Project Type and Description

☑ Construction
☐ Transportation Emissions Reduction Measure (TERM)
☐ Study
☐ Illustrative Project
☑ Other Action/Strategy

Description of project or action:

**The existing 4-lane roadway will be widened to provide 8 conventional lanes during non-peak periods. During peak periods, the median lane will be restricted and operate as a concurrent flow HOV lane. An auxiliary lane will be provided in the eastbound direction between the US 29 (Gainesville) Interchange and the VA 234 (Prince William Parkway) Interchange. The existing VA 234 (Prince William Parkway) Interchange will be reconstructed, as needed.**

**To be constructed in phases.**

**No bicycle/pedestrian accommodations included**

4. Project Phasing

| Project ID | In TIP | Improvement | Facility | From | To | # Lane From | # Lane To | Completion Date |
|---|---|---|---|---|---|---|---|---|
| | ☑ | Widen | I-66 (HOV during peak) | VA 234 (Prince William Parkway) | VA 234 Business (Sudley Road) | 4 | 8 | 2006 |
| | ☑ | Widen | I-66 (HOV during peak) (5 lanes EB) | US 29 (Gainesville) | VA 234 (Prince William Parkway) | 4 | 9 | 2010 |

5. Purpose/contribution to regional goals

**Goal 1, Objective 1; Goal 2, Objective 3; & Goal 5, Objectives 2, 3, 4, & 5: Provision of an HOV lane for use in the peak direction during the peak period, in conjunction with the traffic management system, will increase the people moving capacity of this facility and increase the attractiveness of the existing HOV lanes on I-66 between VA 234 and Washington, D.C.'s CBD. By encouraging multi-modal (carpool, vanpool, and bus) use of the existing HOV facility to the east, vehicle emissions and fuel consumption will be improved.**

**The region's Vision Plan encourages HOV measures. This facility will improve reliability, reduce travel times for HOVs, and improve and expand regional ridesharing activities. The HOV lanes would encourage increased bus ridership in the region by reducing bus travel times in the corridor.**

**The proposed construction is consistent with the county master plan. Adding capacity within an existing corridor minimizes impacts on watersheds and other natural resources. Construction of an additional conventional lane in each direction will accommodate existing high volumes of regional and interregional traffic and increase the efficient movement of freight.**

6. Funding and Schedule Information

Cost (In Thousands): **$122,028**
Date of completion or implementation: **2010**
Source: **Federal, State,**
Cost and schedule remarks:
**I-66 (HOV during peak), US 29 (Gainesville) to VA 234 (Prince William Parkway): $65 M**
**I-66 (HOV during peak), VA 234 (Prince William Pkwy) to VA 234 Bus. (Sudley Road): $40 M**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? ☑ Yes ☐ No

If yes, does this project require a CMS Documentation form under the given criteria? ☐ Yes ☑ No

If not, please identify the criteria that exempt the project here:
**Funded for Construction in the FY98 TIP.**

# Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **VDOT**

Last Modified On: **2/10/2004**

2. Location and Jurisdiction

| | |
|---|---|
| Facility: | **I-66 (HOV during peak) (5 lanes EB)** |
| From/At: | **US 29 (Gainesville)** |
| To: | **VA 234 (Prince William Parkway)** |
| Jurisdiction: | **Prince William County,** |

3. Description of Project or Action

**The existing 4-lane roadway will be widened to provide 8 conventional lanes during non-peak periods. During peak periods, the median lane will be restricted and operate as a concurrent flow HOV lane. An auxiliary lane will be provided in the eastbound direction between the US 29 (Gainesville) Interchange and the VA 234 (Prince William Parkway) Interchange. The existing VA 234 (Prince William Parkway) Interchange will be reconstructed, as needed.**

**To be constructed in phases.**

**Includes VA 234 (Prince William Parkway) and US 29 (Gainesville) interchange modifications.**
**No bicycle/pedestrian accommodations included**

4. Project Status

**In previous TIP, reprogrammed**

5. Environmental Review

**CE** **Approved**

6. Funding and Schedule Information

Date of completion or implementation: **2010**

| Source | FY | Amount ($1,000s) | Phase | % Fed/State/Loc | | |
|---|---|---|---|---|---|---|
| NHS | | | | | | |
| | 2008 | $64,686 | Construction | 80 | 20 | |

Cost and schedule remarks:

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **US 50**
From/At: **VA 659 Relocated**
To: **VA 661 (Lee Road)**
Jurisdiction: **Fairfax County, Loudoun County**

2. Submitting Agency: **VDOT**

Agency Project ID:

Last Modified On: **2/11/2004**

3. Project Type and Description

☑ Construction
☐ Transportation Emissions Reduction Measure (TERM)
☑ Study
☑ Illustrative Project
☑ Other Action/Strategy

Description of project or action:
**Widen to 6 lanes.**

**Implement safety and operational improvements, as necessary. Reconstruct / replace bridges, as necessary.**
**Bicycle/pedestrian accommodations included**

4. Project Phasing

| Project ID | In TIP | Improvement | Facility | From | To | # Lane From | # Lane To | Completion Date |
|---|---|---|---|---|---|---|---|---|
| | ☐ | Widen | US 50 (3rd. EB Lane) | Avion / Airline Parkway | VA 661 (Lee Road) | 4 | 5 | 1998 |
| | ☐ | Widen | US 50 | South Riding Blvd. | VA 742 (Poland Road) | 4 | 6 | 2000 |
| | ☐ | Widen | US 50 (3rd. EB Lane) | VA 621 (Elk Lick Road) | South Riding Blvd. | 4 | 5 | 2003 |
| | ☑ | Reconstruct | US 50 | @ VA 609 (Pleasant Valley Road) | | 4 | 4 | 2005 |
| | ☑ | Widen | US 50 | VA 742 (Poland Road) | VA 661 (Lee Road) | 4 | 6 | 2012 |
| | ☐ | Widen | US 50 | VA 659 Relocated | VA 742 (Poland Road) | 4 | 6 | 2015 |
| | ☐ | Widen | US 50 | Loudoun Co. Line | VA 661 (Lee Rd.) | 4 | 6 | 2020 |

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands):

Date of completion or implementation: **2015**

Source: **Federal, State, Local, Private,**

Cost and schedule remarks:
**VP8c-$7,628,000**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? ☑ Yes ☐ No

If yes, does this project require a CMS Documentation form under the given criteria? ☐ Yes ☑ No

If not, please identify the criteria that exempt the project here:

**Not funded for construction - VP8c or Constructed by private developers.**

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

2. Submitting Agency: **VDOT**

Facility: **VA 123 (Ox Road)** Last Modified On: **1/6/2004**

From/At: **Southward from Burke Center Parkway**

To: **Prince William County Line**

Jurisdiction: **Fairfax County,**

3. Project Type and Description

☑ Construction
☐ Transportation Emissions Reduction Measure (TERM)
☐ Study
☐ Illustrative Project
☐ Other Action/Strategy

Description of project or action:

**Widen VA 123 (Ox Road) from an existing 2-lane roadway section to a 4-lane facility within a 6-lane right-of-way, as part of an overall project to widen Ox Road between the City of Fairfax and the Woodbridge area. Ultimately, In the 2010-2020 timeframe, this segment of Route 123 is planned for widening to 6 lanes and a parallel bridge across the Occoquan.**

**Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary. Bicycle/pedestrian accommodations included**

4. Project Phasing

| Project ID | In TIP | Improvement | Facility | From | To | # Lane From | # Lane To | Completion Date |
|---|---|---|---|---|---|---|---|---|
| | ☐ | Widen | VA 123 (Ox Road) | Lee Chapel Rd. | Burke Lake Rd. | 2 | 4 | 2003 |
| | ☐ | Widen | VA 123 (Ox Road) | Hooes Rd. | Lee Chapel Rd. | 2 | 4 | 2004 |
| | ☐ | Widen | VA 123 (Ox Road) | VA 772 North | Hooes Rd. | 2 | 6 | 2004 |
| | ☐ | Landscape | VA 123 (Ox Road) | Lee Chapel Rd. | Burke Lake Rd. | - | - | 2004 |
| | ☐ | Widen | VA 123 (Occoquan River Bridge) | South Approach | VA 772 North | 2 | 6 | 2006 |
| | ☐ | Widen | VA 123 (Ox Road) | Hooes Rd. | Fairfax Co. Parkway | 4 | 6 | 2015 |
| | ☐ | Widen | VA 123 (Ox Road) | Fairfax Co. Parkway | Burke Center Parkway | 4 | 6 | 2015 |

5. Purpose/contribution to regional goals

**The purpose of this project is to reduce the increasing congestion on this heavily traveled principal arterial. Ox Road now serves as a major connector between the residential areas of Woodbridge and Lake Ridge and the City of Fairfax as well as I-66 and the Vienna Metrorail station. As one of the few crossings over the Occoquan River, Ox Road is used by commuters, freight haulers, and other motorists. This project will extend the existing 4-lane portion of Ox Road southward in Fairfax County, eventually linking to the widened section already constructed in Prince William County. As such, the widened roadway will reduce congestion, travel time between Woodbridge and the City of Fairfax, emissions, and fuel consumption. By expanding the existing roadway, instead of acquiring additional land for a new alignment, existing forest land and open space can be preserved to the maximum extent.**

6. Funding and Schedule Information

Cost (In Thousands): **$59,412** Date of completion or implementation: **2015**

Source: **Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? ☐ Yes ☑ No

If yes, does this project require a CMS Documentation form under the given criteria? ☐ Yes ☑ No

If not, please identify the criteria that exempt the project here:

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **VA 234 (Dumfries Road)**
From/At: **US 1**
To: **VA 234 Bypass (at Limstrong, VA 649)**
Jurisdiction: **Prince William County,**

2. Submitting Agency: **VDOT**

Agency Project ID:

Last Modified On: **3/10/2003**

3. Project Type and Description

☑ Construction
☐ Transportation Emissions Reduction Measure (TERM)
☐ Study
☐ Illustrative Project
☐ Other Action/Strategy

Description of project or action:

**Study/Widen VA 234 (Dumfries Road) from 2 to 4 lanes on a 6-lane right-of-way between US 1 and the VA 234 Bypass, south of the City of Manassas in the vicinity of Limstrong. Construct an interchange w/ US 1.**

**Implement safety and operational improvements, as necessary. Reconstruct/replace bridges, as necessary.**

**VP12c – Study/Design the widening from US 1 to VA 234 Bypass**
**VP12d - Widen from US 1 to I-95 & construct an interchange w/ US 1 (see also VI2j)**
**Completed 6 lanes from I-95 to Waterway Drive**
**VP12b - Widen to 4 lanes from Waterway Drive to Eclipse Drive**
**VP12a - Widen to 4 lanes from Eclipse Drive to Snowfall Drive**
**VP12ea Widen to 4 lanes from Snowfall Drive to Purcell Road**
**VP12eb Widen to 4 lanes from Purcell Road to VA 234 Bypass**
**Bicycle/pedestrian accomodations included**

4. Project Phasing

| Project ID | In TIP | Improvement | Facility | From | To | # Lane From | # Lane To | Completion Date |
|---|---|---|---|---|---|---|---|---|
| | ☐ | Widen | VA 234 (Dumfries Road) | Purcell Rd. | VA 234 Bypass (at Limstrong, VA 649) | 2 | 4 | 2002 |
| | ☐ | Widen | VA 234 (Dumfries Road) | Snowfall Dr. | Purcell Rd. | 2 | 4 | 2003 |
| | ☑ | Construct | VA 234 Bike Trail | US 1 to I-95 & | Montclair to vic. Manassas | - | - | 2005 |
| | ☑ | Widen | VA 234 (Dumfries Road) | Eclipse Dr. | Snowfall Dr. | 2 | 4 | 2006 |
| | ☑ | Widen | VA 234 (Dumfries Road) | Country Club Drive | Eclipse Drive | 2 | 4 | 2006 |
| | ☐ | Widen | VA 234 (Dumfries Road) | I-95 | US 1 | 2 | 6 | 2011 |
| | ☐ | Construct | VA 234 Interchange | @ US 1 | | - | - | 2011 |

5. Purpose/contribution to regional goals

**Policy Goal 2, Objective 5: The Washington Metropolitan Region will develop, implement, and maintain an interconnected transportation system ... Efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.**

6. Funding and Schedule Information

Cost (In Thousands): **$96,380**

Date of completion or implementation: **2003**

Source: **Federal, State, Local, Bonds,**

Cost and schedule remarks:

**VP12a - $17,625**
**VP12b - $14,575**
**VP12d - $25,000 K (formerly, $23,275 K)**
**VP12ea - $15,725**
**VP12eb - $20,300**
**VP12m - $3,075**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? ☑ Yes ☐ No

If yes, does this project require a CMS Documentation form under the given criteria? ☐ Yes ☑ No

If not, please identify the criteria that exempt the project here:

**Project completed**
**Preliminary engineering only: VP12m**
**Project funded for const. in FY98 TIP: VP12a, 12b, 12ea, & 12eb**
**Proposed construction will result in the addition of less than 1 lane-mile of new arterial highway: VP12d**

# Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **VDOT** Last Modified On: **1/30/2004**

2. Location and Jurisdiction

| | |
|---|---|
| Facility: | **VA 234 (Dumfries Road)** |
| From/At: | **Country Club Drive** |
| To: | **Eclipse Drive** |
| Jurisdiction: | **Prince William County,** |

3. Description of Project or Action

**Widen VA 234 (Dumfries Road) from 2 lanes to 4 lanes on a 6-lane right-of-way**

4. Project Status

**In previous TIP, delayed or reprogrammed**

5. Environmental Review

**FONSI/4(f)** **Approved**

6. Funding and Schedule Information

Date of completion or implementation: **2006**

| Source | FY | Amount | Phase | % Fed/State/Loc | |
|---|---|---|---|---|---|
| FRANs | | | | | |
| | 2004 | $19,884 | Construction | | 100 |

Cost and schedule remarks:

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **VA 7100 (Fairfax County Parkway)**
From/At: **VA 123 (Ox Road)**
To: **VA 267 (Dulles Toll Road)**
Jurisdiction: **Fairfax County,**

2. Submitting Agency: **VDOT**
Agency Project ID: **VSF25g**
Last Modified On: **2/11/2004**

3. Project Type and Description

☑ Construction
☑ Transportation Emissions Reduction Measure (TERM)
☑ Study
☐ Illustrative Project
☐ Other Action/Strategy

Description of project or action:

**Widen the Parkway to 6 lanes within the existing right of way. Additional lanes will function as HOV lanes in the peak period.**

**Implement safety and operational improvements, as needed.**
**Reconstruct/replace bridges, culverts, retaining walls, structures, etc.; as necessary.**
**Bicycle/pedestrian accommodations included**

4. Project Phasing

| Project ID | In TIP | Improvement | Facility | From | To | # Lane From | # Lane To | Completion Date |
|---|---|---|---|---|---|---|---|---|
| | ☑ | Study | VA 7100 (Fairfax Co Pkwy HOV) | VA 123 (Ox Road) | VA 5320 (Sunrise Valley Dr.) | 4 | 6 | 2006 |
| | ☐ | Convert | VA 7100 (Fairfax County Parkway) HOV | VA 123 (Ox Road) | VA 267 (Dulles Toll Road) | - | 2 | 2015 |
| | ☐ | Widen | VA 7100 (Fairfax Co Pkwy) | VA 123 (Ox Road) | I-66 | 4 | 6 | 2015 |
| | ☐ | Widen | VA 7100 (Fairfax Co Pkwy HOV) | Rugby Road | VA 5320 (Sunrise Valley Dr.) | 4 | 6 | 2015 |

5. Purpose/contribution to regional goals

**Additional lanes will ease congestion caused by increased development.**

6. Funding and Schedule Information

Cost (In Thousands): **$55,460**
Date of completion or implementation: **2015**
Source: **Federal, State, Bonds**
Cost and schedule remarks:
**RSTP (w/ state match): FY-01 $3,500 K ($1,375 K transferred to Route 236 spot Improvements (UPC 17671)).**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? ☑ Yes ☐ No

If yes, does this project require a CMS Documentation form under the given criteria? ☐ Yes ☑ No

If not, please identify the criteria that exempt the project here:

**Not funded for construction.**

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Battlefield Parkway**
From/At: **US 15 south of Leesburg**
To: **US 15 Bypass north**
Jurisdiction: **Leesburg,**

2. Submitting Agency: **VDOT**
Last Modified On: **3/12/2003**

3. Project Type and Description

☑ Construction
☐ Transportation Emissions Reduction Measure (TERM)
☐ Study
☐ Illustrative Project
☐ Other Action/Strategy

Description of project or action:

**Construct Battlefield Parkway; totaling approximately 2.4 miles of 4-lane divided on 6-lane right-of-way and 1 mile of 4-lane divided. Construct 3 interchanges planned at the Dulles Greenway, Route 7 East, and Route 15 Bypass North. A short portion of the northern end of Battlefield Parkway has been completed through the Potomac Crossing development. Some other portions will be built in accordance with proffered conditions as development occurs, however, the interchanges remain unfunded.**

**VU28b - US 15 south to Dulles Greenway - 2005 - 4 lanes on 6-lane ROW - by developer**
**VU28c - Dulles Greenway to Sycolin Road - 2006 - 4 lanes on 6-lane ROW - by developer**
**VU28d - Sycolin Road to Kincaid Blvd. - 2009 - widen to 4 lanes on 6-lane ROW - by VDOT/Town**
**VU28? - Kincaid Blvd. to Route 7 - 2006 - construct 2 lanes on 6-lane ROW - by VDOT**
**VU28? - Kincaid Blvd. to Route 7 - 2009 - widen to 4 lanes on 6-lane ROW - by VDOT/Town**
**VU28e - Route 7 to Fort Evans Road - 2005 - 4 lanes on 6-lane ROW - by developer**
**VU28f - Fort Evans Road to Edwards Ferry - 2010 - 4 lanes on 6-lane ROW - by Leesburg**
**VU28g - Edwards Ferry to Cattail Branch - 2003 - 4 lanes - by developer**
**VU28h - Cattail Branch to US 15 Bypass - completed - 4 lanes - by developer**
**Bicycle/pedestrian accomodations included**

4. Project Phasing

| Project ID | In TIP | Improvement | Facility | From | To | # Lane From | # Lane To | Completion Date |
|---|---|---|---|---|---|---|---|---|
| | ☐ | Construct | Battlefield Parkway | Edwards Ferry Road | Cattail Branch | | 4 | 2003 |
| | ☐ | Construct | Battlefield Parkway | Route 7 | Fort Evans Road | | 4 | 2005 |
| | ☐ | Construct | Battlefield Parkway | US 15 south of Leesburg | Dulles Greenway | | 4 | 2005 |
| | ☐ | Construct | Battlefield Parkway | Dulles Greenway | Sycolin Road | | 4 | 2006 |
| | ☐ | Construct | Battlefield Parkway | Sycolin Road | Kincaid Boulevard | | 4 | 2009 |
| | ☑ | Construct | Battlefield Parkway | Kincaid Boulevard | Route 7 | - | 4 | 2009 |
| | ☐ | Study | Battlefield Parkway | US 15 south of Leesburg | US 15 Bypass North | | 4,6 | 2010 |
| | ☐ | Construct | Battlefield Parkway | Fort Evans Road | Edwards Ferry Road | | 4 | 2010 |

5. Purpose/contribution to regional goals

**Policy Goal 2, Objective 5: The proposed projects will promote a strong and growing economy in Leesburg while contributing to the efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.**

**Battlefield Parkway will be a semi-circumferential, arterial roadway serving two-thirds of the town's land area. It will be the primary distributor of traffic from Route 7, the Bypass, and the Dulles Greenway to all parts of town outside of the Bypass. Intensive urban development is projected in this area. Battlefield Parkway is included in the Town's Transportation Plan and in the 2010 Statewide Highway Plan. Furthermore, the Route 7 interchange is indicated in VDOT's Route 7 Corridor Study.**

6. Funding and Schedule Information

Cost (In Thousands): **$45,000**
Date of completion or implementation: **2010**
Source: **Federal, State, Local, Private,**

Cost and schedule remarks:

**Proffers**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? ☑ Yes ☐ No

If yes, does this project require a CMS Documentation form under the given criteria? ☑ Yes ☐ No

If not, please identify the criteria that exempt the project here:

# Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **VDOT**

Last Modified On: **1/28/2004**

2. Location and Jurisdiction

| | |
|---|---|
| Facility: | **Battlefield Parkway** |
| From/At: | **Kincaid Boulevard** |
| To: | **Route 7** |
| Jurisdiction: | **Leesburg,** |

3. Description of Project or Action

**Construct Battlefield Parkway within the cited limits.**
**Bicycle/pedestrian accomodations included**

4. Project Status

**In previous TIP, proceeding as scheduled**

5. Environmental Review

**EA/4F** **Proposed for preparation**

6. Funding and Schedule Information

Date of completion or implementation: **2009**

| Source | FY | Amount ($1,000s) | Phase | % Fed/State/Loc | | |
|---|---|---|---|---|---|---|
| STP | | | | | | |
| | 2007 | $5,183 | R.O.W. Acquisition | 80 | 20 | |

Cost and schedule remarks:

**RSTP (w/ state match): FY-04 $600 K.**