

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

**RESOLUTION TO AMEND THE 2006 CONSTRAINED LONG RANGE PLAN AND
THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2007-2012 TO
INCLUDE CONSTRUCTION OF AN INTERCHANGE AT US 15/340 AND
JEFFERSON TECHNOLOGY PARK IN FREDERICK COUNTY**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on October 18, 2006, the TPB approved the 2006 Constrained Long Range Transportation Plan (CLRP) and the FY 2007-2012 TIP; and

WHEREAS, at the April 18, 2007 TPB meeting notice was provided that MDOT had requested an amendment to the 2006 CLRP and FY 2007-2012 TIP to include construction of an interchange at US 15/340 and Jefferson Technology Park in Frederick County; and

WHEREAS, total funding for the construction of this interchange has been identified and will be provided by a private developer; and

WHEREAS, at the May 16, 2007 TPB meeting, the Board approved the scope of work for the air quality conformity analysis for this amendment and a schedule for approving the amendment with a 30 day public comment period on the analysis results ending July 14; and

WHEREAS, at a June 5, 2007 meeting of staff from the Maryland Department of Transportation (MDOT), Virginia Department of Transportation (VDOT), District of Columbia Department of Transportation (DDOT), and the Federal Highway Administration (FHWA) it was determined that the FHWA will not approve any CLRP and TIP amendments after July 1 that do not comply with all of the SAFETEA-LU planning regulations; and

WHEREAS, TPB approval of this amendment on June 20, 2007 will enable this project to move forward without a delay of six months or more until the TPB is scheduled to approve the 2007 CLRP and FY 2008-2013 TIP; and

WHEREAS, the 2007 CLRP and 2008 2013 TIP forms describing this project and committed funding, which are the same as for this amendment, were released for public comment on March 15, 2007, and on May 16 the TPB approved the project for inclusion in the conformity analysis for the 2007 CLRP and FY 2008-2013 TIP; and

WHEREAS, at its June 20, 2007 meeting, TPB determined that an amendment to the 2006 CLRP and FY 2007-2012 TIP to include construction of an interchange at US 15/340 and Jefferson Technology Park in Frederick County conforms with all requirements of the Clean Air Act Amendments of 1990;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves an amendment to the 2006 CLRP and FY 2007-2012 TIP to include construction of an interchange at US 15/340 and Jefferson Technology Park in Frederick County as described in the attached project description forms.

Adopted by the Transportation Planning Board at its regular meeting on June 20, 2007.

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



Interchange at US 15/340 and Jefferson Tech Park

1. Agency: MDOT/State Highway Administration Secondary Agency:
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: Interchange at US 340 and Jefferson Tech Park
4. Facility:

Prefix	Route	Name	Modifier
US	340	Jefferson National Pike	
		Jefferson Tech Park	
5. From (X at):
6. To:
7. Jurisdiction(s): Frederick County
8. Description: Grade-separated interchange at US 15/340 at mile-point 9.94.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: N/A
11. Project Manager:
12. E-Mail:
13. Project Information URL:
14. Projected Completion Year: 2009
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): \$10,900
18. Remaining cost (in Thousands):
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
 - 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.

CLRP PROJECT DESCRIPTION FORM

Interchange at US 340 and Jefferson Tech Park

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

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

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

INTELLIGENT TRANSPORTATION SYSTEMS

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

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

30. Under which Architecture:

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

31. Other Comments

6/20/2007

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2007 - 2012

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review	
Primary												
1	Title: Interchange at US 15/340 and Jefferson Tech Park								Agency Project ID:			
Facility:	US 15/340 Jefferson National Pike		320 a	580 a	5,000 c	5,000 c			Local	10,580		
From:	Jefferson Technology Park								/ / 100			
To:												
Jurisdiction:	Frederick County								Total Funds:	\$10,580		

Description: Grade-separated interchange at US 15/340 at mile-point 9.94.