

ITEM 7 - Action

June 20, 2007

Approval of Air Quality Conformity Determination for 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 Approval of an Amendment to the 2006 CLRP and FY 2007-2012 TIP to Include the Project

Staff

Recommendation:

- Adopt Resolution R24-2007 to find 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
- Adopt Resolution R25-2007 to amend to the 2006 CLRP and FY 2007-2012 TIP to Include construction of the interchange at US 15/340 and Jefferson Technology Park

Issues: None

Background: The TPB was originally scheduled to act on this amendment in July 2007. At a June 5 meeting with the staff of the District of Columbia Department of Transportation (DDOT), Virginia Department of Transportation (VDOT), and Federal Highway Administration (FHWA), it became clear 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 published February 14,

2007.

MDOT, in the enclosed letter of June 13, 2007 has requested that the TPB move expeditiously to approve this amendment. If this amendment is not approved in June, this project cannot move forward until after the TPB actions on the 2007 CLRP scheduled for December, which would cause six months or more delay.

This project has been through several TPB public comment periods both as a stand-alone amendment and as part of the on-going process to update the 2007 CLRP and FY 2008-2013 TIP. The project, with the exact same scope and funding information, was most recently acted upon by the TPB in May 2007 for inclusion in the conformity analysis for the 2007 CLRP and FY 2008-2013 TIP. There have been no TPB-related public comments to date.

The conformity analysis for this project amendment was presented to the TPB Technical Committee on June 1, 2007. The results of the analysis are virtually indistinguishable from the 2006 CLRP and FY 2007-2012 TIP analysis of October 18, 2006.



Maryland Department of Transportation

The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

John D. Porcari
Secretary

Beverley K. Swaim-Staley
Deputy Secretary

June 13, 2007

The Honorable Catherine Hudgins, Chairperson
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002-4290

Dear Chairperson Hudgins:

The Maryland Department of Transportation (MDOT) requests that the proposed amendment to the 2006 Constrained Long Range Plan (CLRP) and FY 2007-2012 Transportation Improvement Program (TIP) to include a new interchange on US 340/US 15 at Jefferson National Pike to access Jefferson Technology Park be expedited and acted upon by the National Capital Region Transportation Planning Board (TPB) at its June 20, 2007 meeting.

The TPB was originally scheduled to act on this amendment in July 2007. At a June 5, 2007 meeting with the District of Columbia Department of Transportation (DDOT), Virginia Department of Transportation (VDOT), and Federal Highway Administration (FHWA) staff, we became aware that the FHWA will not approve any CLRP and TIP amendments after July 1, 2007 that do not comply with all of the SAFETEA-LU planning regulations published February 14, 2007. If this amendment is not approved in June, this project cannot move forward until after the TPB actions on the 2007 CLRP scheduled for December, which would cause six months or more delay.

This project has been through several TPB public comment periods both as a stand-alone amendment and as part of the on-going process to update the 2007 CLRP and FY 2008-2013 TIP. The project, with the exact same scope and funding information was proposed as a new project for the 2007 CLRP and 2008-2013 TIP, and was most recently acted upon by the TPB in May 2007 for inclusion in the conformity analysis for the 2007 CLRP and FY 2008-2013 TIP. There have been no TPB-related public comments to date.

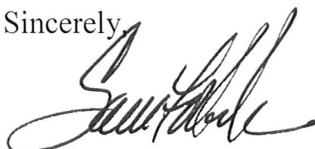
The conformity analysis for this project amendment was presented to the TPB Technical Committee on June 1, 2007. The results of the analysis are virtually indistinguishable from the 2006 CLRP and FY 2007-2012 TIP analysis.



The Honorable Catherine Hudgins
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Since there has been ample opportunity for public comment on this project, and the conformity impacts are negligible, MDOT believes that the TPB can move forward with this amendment at the upcoming June 20, 2007 TPB meeting. We appreciate your cooperation in this matter. If you have any questions regarding these amendments, please do not hesitate to contact Lyn Erickson at 410-865-1279, or via email at lerickson@mdot.state.md.us.

Sincerely



Samuel F. Minnitte, Jr., Director
Office of Planning

cc: Ms. Lyn Erickson, Regional Planner, Office of Planning, Maryland Department of Transportation
Ms. Kellie Gaver, Deputy Director, Office of Planning, Maryland Department of Transportation
Mr. Michael J. Haley, Division Chief, Regional and Intermodal Planning Division, State Highway Administration
Ms. Del Harvey, Regional Planner, Maryland Transit Administration, Maryland Department of Transportation
Mr. Ronald Kirby, Director of Metropolitan Council of Governments

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

**RESOLUTION FINDING THAT AN AMENDMENT TO 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
CONFORMS WITH THE REQUIREMENTS OF
THE CLEAN AIR ACT AMENDMENTS OF 1990**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended this guidance, most recently on March 10, 2006, which taken together provide the specific criteria for TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) with the state implementation plans for air quality attainment within the Metropolitan Washington non-attainment area; and

WHEREAS, on October 18, 2006, the TPB determined that the 2006 CLRP and FY 2007-2012 TIP conform to all requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, FHWA and FTA, after reviewing the TPB air quality conformity determination of October 18, 2006, in a letter of April 6, 2007 found that 2006 CLRP and the FY 2007-2012 TIP conform to the region's State Implementation Plans, and that the conformity determination had been performed in accordance with the Transportation Conformity Rule; 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, 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, the analysis of the plan and program with this project amendment reported in the enclosed memorandum of June 13, 2007 demonstrates adherence to the approved mobile source emissions budgets for volatile organic compounds and nitrogen oxides, demonstrates that fine particle emissions (PM_{2.5}) meet the requirement that such emissions are not greater than 2002 levels, meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of this amendment to the plan and program with the requirements of the CAAA; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines 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.

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

Memorandum

June 13, 2007

To: Transportation Planning Board

From: Michael J. Clifford 
Systems Planning Applications Director

Subject: Draft Results of the Air Quality Conformity Assessment of the Proposed US 15 / 340 Interchange at Jefferson Technology Park – Amendment to the 2006 Constrained Long Range Plan (CLRP) and the FY2007-2012 Transportation Improvement Program (TIP)

Introduction

This memo transmits draft summary results of the air quality conformity assessment of the 2006 CLRP and the FY2007-2012 TIP, amended with the addition of an interchange on US 15 / 340 at Jefferson Technology Park in Frederick County, Maryland. Because this amendment is not exempt from air quality conformity requirements, a conformity analysis is necessary.

Methods

The scope of work for this analysis, approved by the TPB at its May 16, 2007 meeting, contains all of the work tasks required to address the technical and consultation requirements associated with the proposed plan and program amendment. The analytical approach involves incorporating the proposed interchange into the transportation networks for the plan and program (forecast years 2010, 2020 and 2030), and performing travel demand and emissions analyses to assess conformity. The study effort utilizes the same land activity assumptions (Round 7.0a Cooperative Forecasts), travel demand model (TPB's Version 2.1D model), and emissions factor model (EPA's Mobile6.2) as applied in the original conformity assessment of the plan and program, which was approved by the TPB on October 18, 2006.

Conformity assessment criteria for each analysis year of the CLRP and TIP include: (1) for ozone: adherence to existing mobile source emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NOx); and (2) for PM2.5: a demonstration that PM2.5 emissions (including both direct PM2.5 and NOx precursors) are not greater than base year 2002 emissions.

Results

The conformity assessment includes the estimation of emissions for the 2002, 2010, 2020 and 2030 analysis years. The following exhibits present these emissions for each milestone year. The exhibits show that mobile emissions remain well within the mobile budgets for VOC and NOx, and well below the 2002 base year levels for the PM2.5 pollutants. Differences in emissions for forecast years relative to the October 18, 2006 analysis do not exceed one-tenth of a ton or 0.25 percent. Therefore, the analytical results described in this air quality assessment provide a basis for a determination by the TPB of conformity of the 2006 CLRP and the FY2007-2012 TIP as amended to include the addition of the US 15 / 340 interchange at Jefferson Technology Park in Frederick County, Maryland.

Next Steps

Staff will brief the TPB on these results at its June 20, 2007 meeting. At its June 20, 2007 meeting the TPB will be asked to approve the air quality conformity assessment and the addition of the project to the CLRP and TIP.

Following: Exhibits 1 - 7

EXHIBIT 1
US 15/340 Interchange at Jefferson Technology Park
Air Quality Conformity Assessment
One Hour Ozone Nonattainment Area
Mobile Source Emissions Inventories
for 2006 CLRP and FY2007-2012 TIP Amendment
(Tons/Day)

	2002		2010		2020		2030 (new)	
	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx
I Network								
Start	25.78	14.06	11.55	6.85	7.31	3.20	7.09	2.58
Running	57.35	243.96	28.31	119.16	19.99	41.18	20.79	31.98
Soak	11.49		9.63	-----	5.35	-----	4.35	-----
II Off-Network								
Diurnal	3.18	-----	2.15	-----	1.17	-----	0.81	-----
Resting Loss	12.12	-----	8.36	-----	3.72	-----	2.43	-----
Local Roads	9.61	12.10	4.66	6.35	3.21	2.79	3.29	2.48
School Buses	0.43	6.09	0.28	3.76	0.22	0.70	0.17	0.27
Transit Buses	0.38	6.59	0.17	3.76	0.12	1.01	0.12	0.30
Auto Access	1.34	1.65	0.67	0.82	0.46	0.42	0.44	0.38
Total	121.66	284.45	65.78	140.68	41.55	49.30	39.49	38.00

TCMs	-0.20	-0.49
Net Emissions	65.58	140.19
Mobile Emissions Budgets:	97.40	234.70
Budget Adherence Margin:	31.82	94.51

EXHIBIT 2
US 15/340 Interchange at Jefferson Technology Park
Air Quality Conformity Assessment
One Hour Ozone Nonattainment Area
Mobile Source VOC Emissions
for 2006 CLRP and FY2007-2012 TIP Amendment
(Tons/Day)

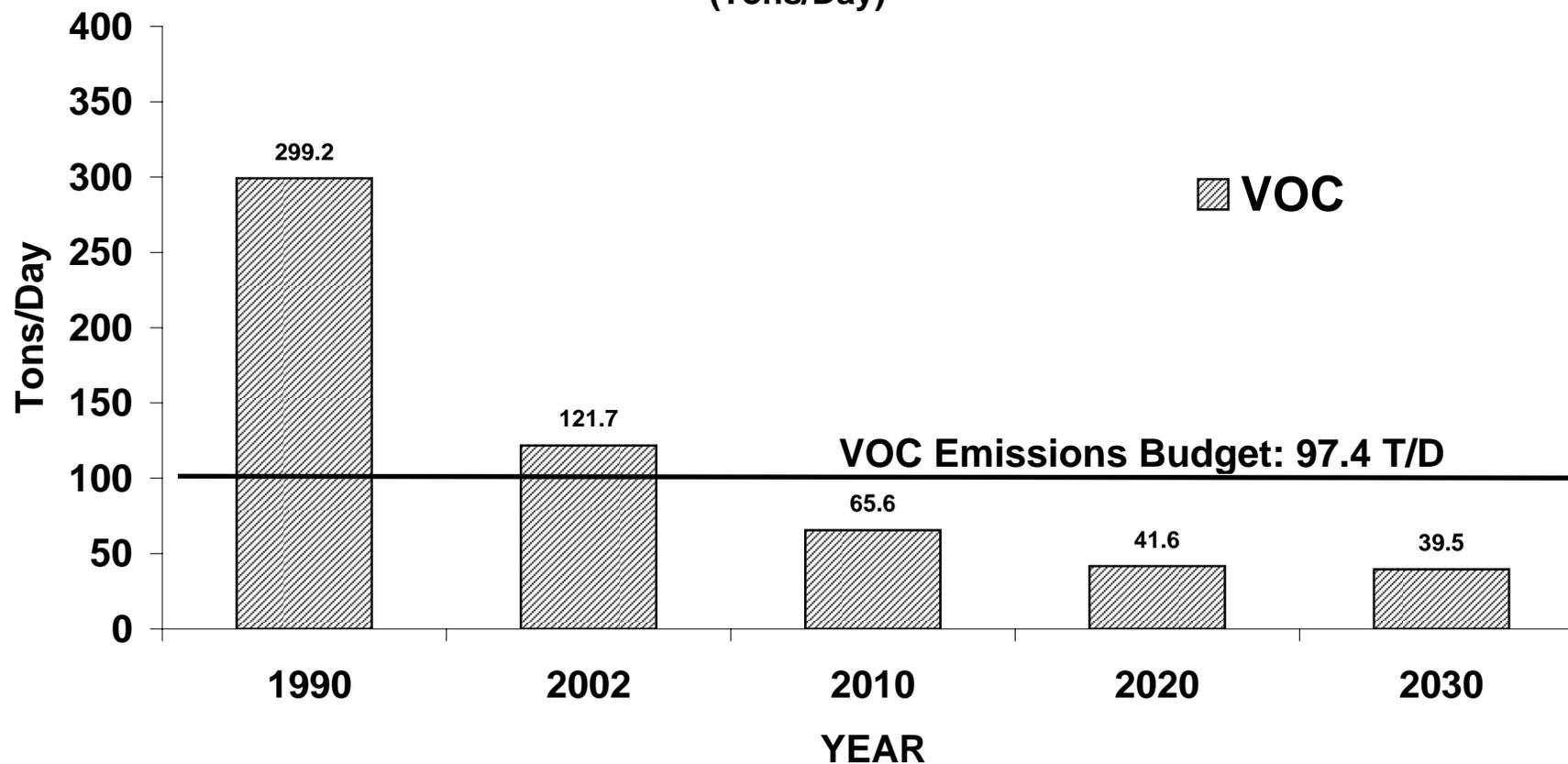


EXHIBIT 3
US 15/340 Interchange at Jefferson Technology Park
Air Quality Conformity Assessment
One Hour Ozone Nonattainment Area
Mobile Source NOx Emissions
for 2006 CLRP and FY2007-2012 TIP Amendment
(Tons/Day)

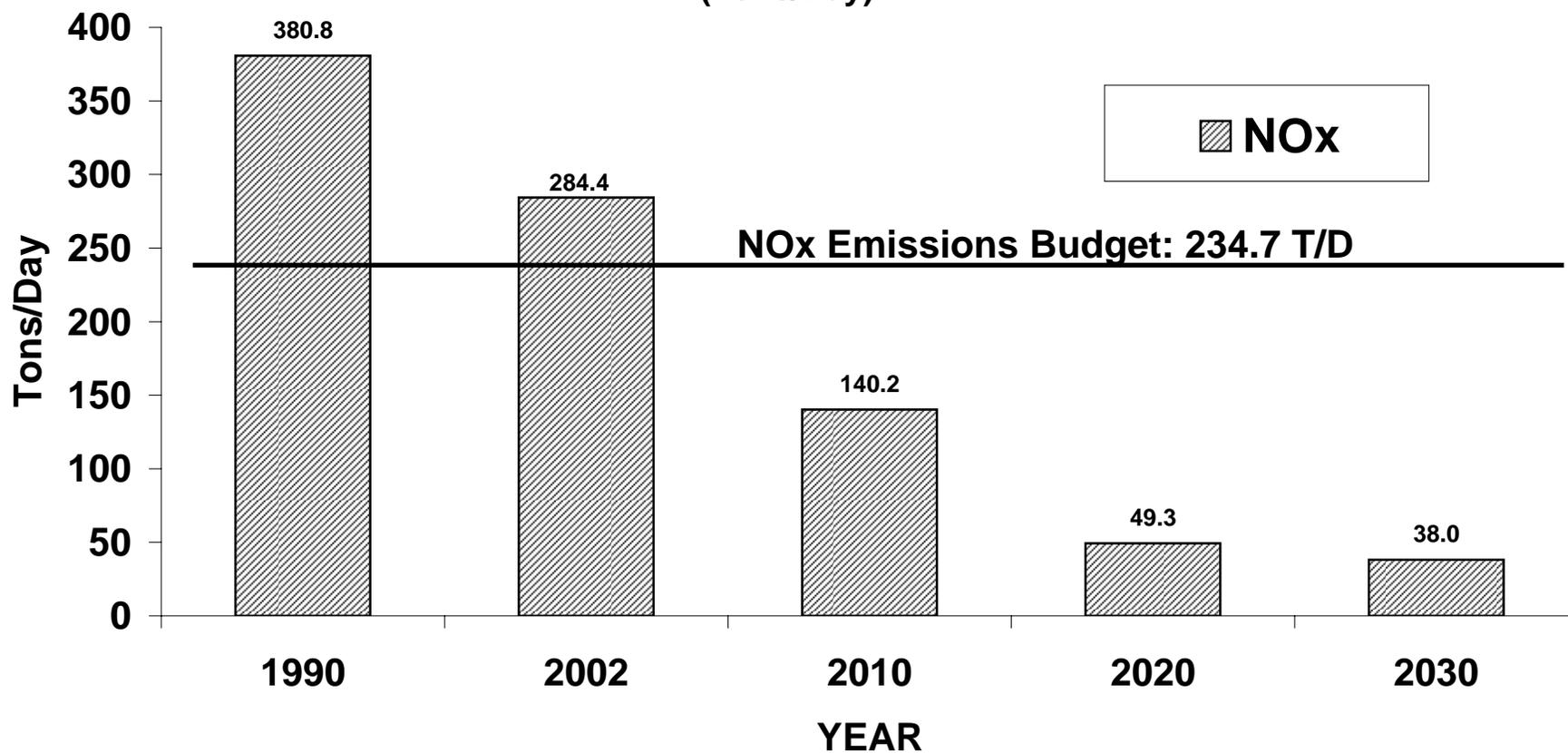


EXHIBIT 4

**US 15/340 Interchange at Jefferson Technology Park
Air Quality Conformity Assessment
PM2.5 Nonattainment Area
Direct PM2.5 Emissions
for 2006 CLRP and FY2007-2012 TIP Amendment
(Tons)**

SEASON 1 (JAN-APR)		Days	Direct PM2.5							
			2002		2010		2020		2030	
			Daily	seasonal	Daily	seasonal	Daily	seasonal	Daily	seasonal
	Major Roads	120	4.01	480.60	2.59	311.16	1.82	218.40	1.86	222.72
	Local Roads	120	0.21	25.08	0.15	18.48	0.15	18.24	0.16	19.32
	School Buses	76	0.32	24.17	0.05	4.07	0.02	1.35	0.01	1.03
	Transit Buses	120	0.24	29.35	0.04	4.69	0.01	1.74	0.01	1.09
	Auto Access	83	0.01	1.00	0.01	0.79	0.01	0.93	0.01	1.01
	Total (Daily)		4.79		2.85		2.02		2.05	
	SEASON TOTAL			560.20		339.19		240.66		245.17

SEASON 2 (MAY-SEP)		Days	Direct PM2.5							
			2002		2010		2020		2030	
			Daily	seasonal	Daily	seasonal	Daily	seasonal	Daily	seasonal
	Major Roads	153	3.94	602.82	2.59	396.12	1.93	295.75	1.99	305.08
	Local Roads	153	0.20	30.75	0.16	24.94	0.16	24.63	0.17	26.32
	School Buses	83	0.30	25.24	0.05	4.21	0.02	1.46	0.01	1.12
	Transit Buses	153	0.24	36.05	0.04	5.68	0.01	2.22	0.01	1.39
	Auto Access	107	0.01	1.22	0.01	1.08	0.01	1.28	0.01	1.40
	Total (Daily)		4.69		2.85		2.14		2.20	
	SEASON TOTAL			696.08		432.02		325.35		335.31

SEASON 3 (OCT-DEC)		Days	Direct PM2.5							
			2002		2010		2020		2030	
			Daily	seasonal	Daily	seasonal	Daily	seasonal	Daily	seasonal
	Major Roads	92	3.55	326.88	2.41	221.72	1.82	167.44	1.85	170.02
	Local Roads	92	0.18	16.65	0.15	13.98	0.15	13.98	0.16	14.81
	School Buses	55	0.26	14.14	0.05	2.56	0.02	0.86	0.01	0.74
	Transit Buses	92	0.21	19.66	0.03	3.11	0.01	1.33	0.01	0.84
	Auto Access	61	0.01	0.64	0.01	0.57	0.01	0.69	0.01	0.75
	Total (Daily)		4.22		2.65		2.01		2.04	
	SEASON TOTAL			377.97		241.95		184.31		187.16

ANNUAL TOTAL			1,634.25		1,013.17		750.31		767.64
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EXHIBIT 5
US 15/340 Interchange at Jefferson Technology Park
Air Quality Conformity Assessment
PM2.5 Nonattainment Area
PM2.5 Precursor Emissions: Nox
for 2006 CLRP and FY2007-2012 TIP Amendment
(Tons)

SEASON 1 (JAN-APR)		Days	Precursor NOx							
			2002		2010		2020		2030	
			Daily	seasonal	Daily	seasonal	Daily	seasonal	Daily	seasonal
	Major Roads-Starts	120	20.85	2502.24	9.15	1097.88	4.15	498.36	3.28	393.00
	Major Roads-VMT	120	243.17	29,180.52	122.45	14693.40	40.43	4852.08	30.44	3653.16
	Local Roads	120	12.48	1497.48	6.50	779.64	2.65	318.36	2.27	272.50
	School Buses	76	4.86	369.44	3.12	236.98	0.57	43.43	0.21	16.31
	Transit Buses	120	6.04	724.74	3.93	471.98	0.96	114.64	0.25	30.38
	Auto Access	83	2.09	173.69	0.95	78.52	0.28	22.93	0.25	20.35
	Total (Daily)		289.50		146.09		49.04		36.70	
	SEASON 1 TOTAL			34,448.10		17,358.41		5,849.80		4,385.71

SEASON 2 (MAY-SEP)		Days	Precursor NOx							
			2002		2010		2020		2030	
			Daily	seasonal	Daily	seasonal	Daily	seasonal	Daily	seasonal
	Major Roads-Starts	153	13.74	2101.91	6.43	983.03	3.00	458.39	2.41	369.34
	Major Roads-VMT	153	211.76	32398.52	103.17	15784.55	34.96	5348.57	26.68	4081.58
	Local Roads	153	9.94	1520.97	5.22	798.51	2.25	344.25	1.97	302.02
	School Buses	83	4.81	399.47	2.97	246.28	0.55	45.90	0.21	17.81
	Transit Buses	153	5.99	915.81	3.90	596.06	0.93	141.88	0.25	38.71
	Auto Access	107	1.48	158.45	0.70	75.03	0.22	23.25	0.20	21.22
	Total (Daily)		247.71		122.38		41.90		31.73	
	SEASON 2 TOTAL			37,495.14		18,483.45		6,362.24		4,830.68

SEASON 3 (OCT-DEC)		Days	Precursor NOx							
			2002		2010		2020		2030	
			Daily	seasonal	Daily	seasonal	Daily	seasonal	Daily	seasonal
	Major Roads-Starts	92	19.27	1773.12	7.82	719.72	3.81	350.43	3.09	284.65
	Major Roads-VMT	92	228.24	20998.36	104.08	9575.45	37.06	3409.61	29.13	2679.78
	Local Roads	92	11.87	1092.32	5.52	507.56	2.44	224.66	2.18	200.10
	School Buses	55	4.77	262.16	2.74	150.47	0.46	25.44	0.21	11.80
	Transit Buses	92	5.78	531.39	3.66	336.34	0.86	79.45	0.25	23.28
	Auto Access	61	1.97	120.37	0.80	48.83	0.26	15.88	0.23	14.30
	Total (Daily)		271.90		124.61		44.90		35.10	
	SEASON 3 TOTAL			24,777.71		11,338.38		4,105.47		3,213.91

ANNUAL TOTAL			96,720.95		47,180.23		16,317.51		12,430.30
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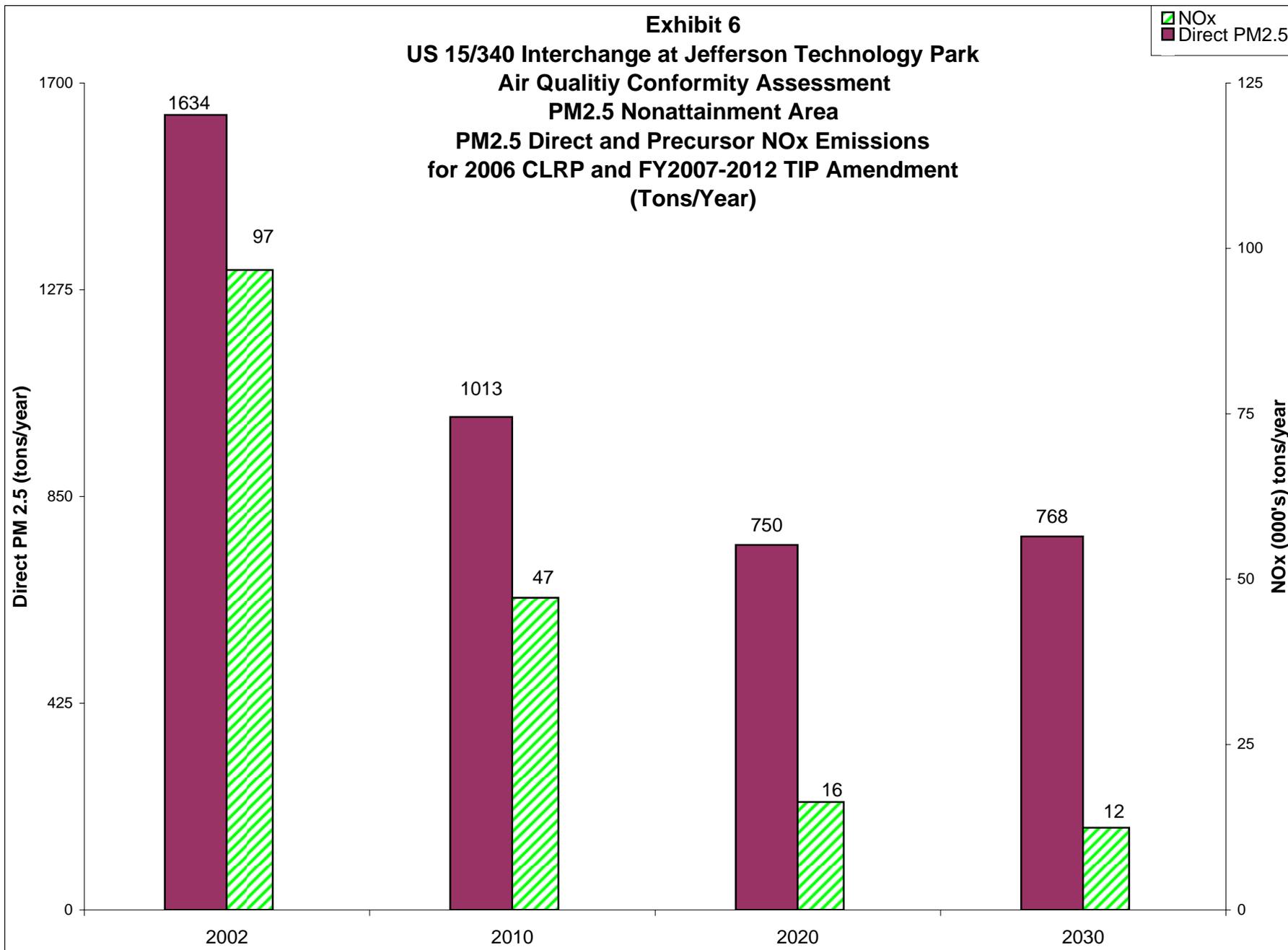
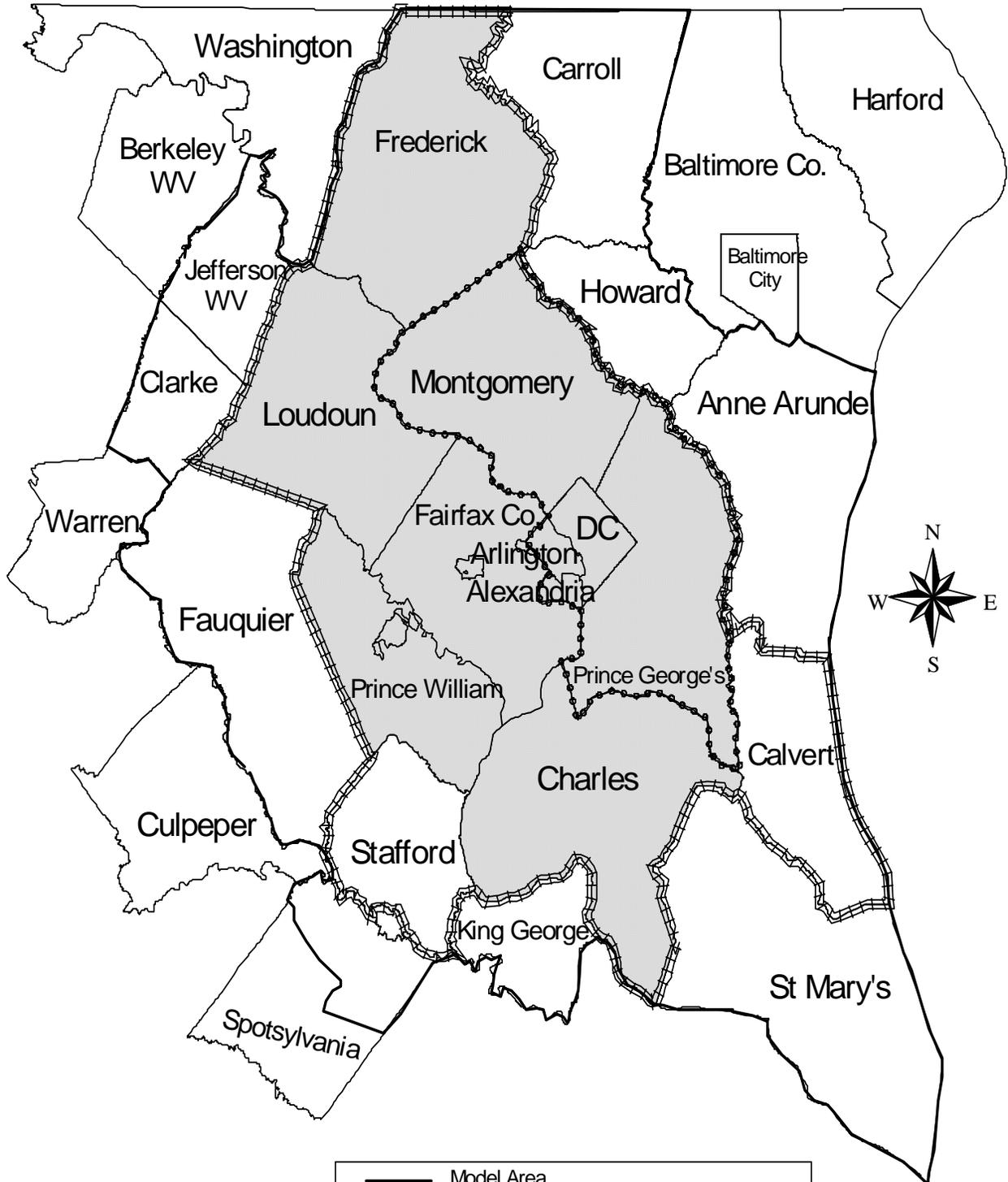


EXHIBIT 7

Washington, D.C. - Maryland - Virginia Planning Areas



- Model Area
- MSA (1-hour ozone non-attainment area)
- PM 2.5 Non-Attainment Area
- Winter CO Maintenance Area

TPB R25-2007
June 20, 2007

**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.

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.