

Neabsco-Potomac Commuter Parking Garage Reevaluation Memorandum

Purpose of the Reevaluation:

The purpose of the Reevaluation is to more clearly acknowledge that implementation of a right turn lane along the western and northern edges of the proposed Neabsco-Potomac Commuter Parking Garage site will occur within an existing limited access line. The site and access design assessed and discussed in the approved Categorical Exclusion (CE) included the lengthening of the northbound right turn lane along River Rock Way and eastbound Opitz Boulevard right-turn lane:

"In addition to signal optimization at intersections surrounding the project site, the following roadway changes would be made to facilitate access to and from the commuter parking garage and transit center:

- *River Rock Way, south of Opitz Boulevard: (1) extend the existing southbound left turn lane into the project site up to Opitz Boulevard, creating two southbound receiving lanes; and (2) change the northbound lane configuration to two left-turn lanes, one shared left-through lane and one right-turn lane, which would increase the total number of lanes from three to four. Form EQ-104 (Revised 03/30/17) 2 January 5, 2021*
- *Opitz Boulevard, west of River Rock Way: extend the northbound Interstate 95 (I-95) ramp lane to the intersection, creating a third westbound lane.*
- *Opitz Boulevard between River Rock Way and Potomac Center Boulevard: (1) extend the westbound left-turn lane to River Rock Way from 255 feet to 400 feet; and (2) extend the eastbound right-turn lane to Potomac Center Boulevard across the entire block."*

Discussion of the roadway changes being within the limited access line was not overtly noted in the CE, a clarification addressed with this Reevaluation.

Regulatory Framework:

The NEPA Re-Evaluation Joint Guidance for Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), & Federal Transit Administration (FTA), Issued on August 14, 2019, notes that the National Environmental Policy Act (NEPA) requires Federal agencies to consider and disclose the environmental impacts of their proposed actions as part of their decisionmaking. It further states that sometimes there are changes to the proposed action, new information or circumstances, or there is a lapse of time between preparation of the environmental document and implementation of the action. 23 CFR part 771 contain a process in 23 CFR 771.129 for re-evaluating environmental documents or decisions to determine whether the original document or decision remains valid, or a supplemental or new analysis is needed. The discussion of the limited access line involvement is the reason for preparation of

this Reevaluation. Neither the design nor the existing conditions have substantially changed since approval of the CE.

Background and Project Purpose:

As noted in the approved CE, the project is intended to serve as a park-and-ride facility for commuters to relieve over-capacity conditions at the Route 1/Route 234 and Prince William Parkway/Horner Road park-and-ride facilities. By providing a transit center, including provisions for “slugging” (commuters joining casual or ad hoc carpools), the new commuter bus garage would provide residents of Prince William County and others nearby with additional options for traveling during peak periods along the congested I-95, U.S. Route 1 and VA Route 234 corridors. The project is included in a State Transportation Improvement Program (STIP) and Constrained Long Range Plan (CLRP) grouping for Construction: Safety/ITS/Operational Improvement.

Prince William County Department of Transportation (PWC DOT) proposes the project to include a commuter parking garage with a capacity of 1,400 automobiles, along with associated bus transfer and “kiss-and-ride” facilities (transit center), within an undeveloped property bordered by Opitz Boulevard (Route 642) to the north, River Rock Way to the west, and Potomac Center Boulevard and Bridge View Drive to the east and southeast, respectively. The approximately 17-acre project site has been purchased by the county. The siting of the overall parking garage facility would make available approximately 2.7 acres of the project site fronting Opitz Boulevard for future development, which would not be part of this project. Access to and from the proposed parking garage for commuters and transit buses would be provided via driveways from River Rock Way, Potomac Center Boulevard, and Bridge View Drive.

Public Involvement and Coordination:

The CE was approved on September 24, 2019 as per 23 CFR 771.117: (d)(4): Transportation corridor fringe parking facilities. In addition to resource considerations and assessments, the CE included discussions of Public Involvement and Coordination. Although Reevaluations do not require public involvement, it is important to note activities that occurred during the CE process, any such activities since approval of the CE and any that are yet to be held. A summary of the CE public involvement and coordination information follows:

- A public information meeting was held on December 11, 2019 at Freedom High School, 15201 Neabsco Mills Rd, Woodbridge, VA 22191
- The CE was made available on the project website, and a 15-day public notice was published in The Washington Post on March 17, 2021, followed by additional advertisements in the Prince William Times and InsideNOVA on March 18, 2021.
- At the end of the 15-day public notice, 1 comment was received and was not NEPA related.

Agencies and organizations contacted during development of the CE document due to specific regulatory requirements and the requirements of this CE form included:

- Virginia Department of Historic Resources (State Historic Preservation Officer) regarding compliance with Section 106 of the Historic Preservation Act
- U.S. Army Corps of Engineers, Norfolk District regarding compliance with Section 404 of the Clean Water Act
- U.S. Department of Agriculture, Natural Resources Conservation Service regarding compliance with the Farmland Protection Policy Act
- U.S. Fish and Wildlife Service, Virginia Field Office regarding compliance with Section 7 of the Endangered Species Act
- PWC Department of Fire and Rescue regarding impacts to its transportation services
- PWC Public Schools regarding impacts to its transportation services
- Virginia Outdoor Foundation regarding protection of open-space easements
- PWC DOT held coordination meetings involving staff from other county agencies and VDOT on July 17, 2019 (project kick-off), August 30, 2019, October 4, 2019 and November 12, 2019.
- PWC DOT and consultant staff met with PWC Public Works staff on September 18, 2019 to discuss storm water drainage, and with Dominion Energy on January 15, 2020 to discuss potential impacts to underground gas pipelines adjacent to the project site.

A Design Public Hearing for the project was tentatively scheduled in the Summer 2021 to present the final design and information about construction and that is now planned to occur before the end of 2022.

The Commonwealth Transportation Board (CTB) oversees transportation projects and initiatives for the Commonwealth of Virginia. The Virginia Department of Transportation's Roadway Design Manual (RDM) specifies that any changes in the Limited Access termini OR the modification of the existing Limited Access lines to widen or narrow the existing width of Limited Access control requires VDOT's evaluation and CTB approval. The CTB shall take action on all Limited Access Control Changes (LACCs) prior to granting Design Approval.

Reevaluation Considerations:

The following resources were considered in light of the inclusion of the change in the limited access line and (as documented in the CE), none rose to a level requiring an Environmental Assessment (EA) or Environmental Impact Statement (EIS):

- Socioeconomic (Environmental Justice, Community Services, Land Use, Bicycle and Pedestrian Facilities)
- Section 4(f) and Section 6(f)
- Cultural Resources

- Natural Resources Surface Waters, Botanical resources, Threatened and Endangered Species, Permits)
- Agricultural/Open Space
- Farmland
- Invasive Species
- Air Quality
- Noise
- Right of Way and Relocations (Relocations, Utilities, Hazardous Materials)
- Cumulative and Indirect Impacts

Conclusion:

The identified clarification of work within the limited access line and modification of the line does not alter the designation of the Class of Action as a CE, nor result in the need for any additional NEPA analyses. The project meets the criteria for a Categorical Exclusion pursuant to 40 CFR 1508.4 and 23 CFR 771.117 and will not result in significant impacts to the human or natural environment.