



SECTION 106 ACTIVITIES ANNUAL REPORT

FOR THE YEAR ENDING DECEMBER 31, 2012



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
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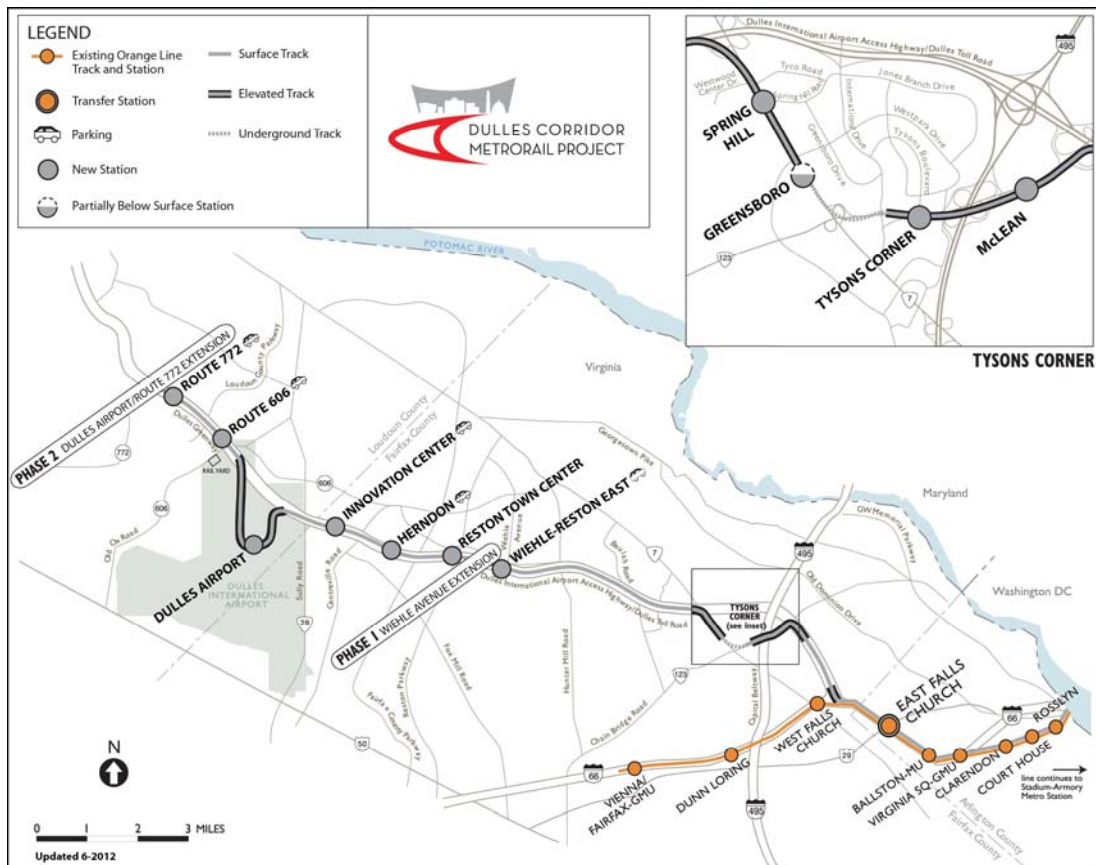
Introduction

The Section 106 Memorandum of Agreement (MOA) for the Dulles Corridor Metrorail Project (Project), formally executed on October 5, 2004, requires the Virginia Department of Rail and Public Transportation (DRPT), in consultation with the Metropolitan Washington Airports Authority (Airports Authority), to prepare an Annual Report summarizing the activities executed in accordance with the agreement during the previous year. The Airports Authority is submitting the Section 106 Activities Annual Report because responsibility for the Project officially transitioned from the DRPT to the Airports Authority in 2007. In accordance with the requirements of the MOA, this report is to be completed and distributed to all MOA signatories by January 15, 2013, and made available for public review.

The following report describes the Project, its current status, and Section 106 activities completed in 2012.

Project Description

In 2012, the Airports Authority, along with a number of local stakeholders, including the Virginia Department of Transportation (VDOT), the Washington Metropolitan Area Transit Authority (WMATA), Fairfax County, Loudoun County, and the DRPT, continued planning and development of the Project, a 23.1-mile extension of the regional Metrorail system along the rapidly growing Dulles Corridor in Fairfax and Loudoun Counties. The Federal Transit Administration (FTA) continues to be the lead federal agency for this project.



The Project will extend the existing 106-mile Metrorail system from the Metrorail Orange Line in Fairfax County through Tysons Corner to the Washington Dulles International Airport (Dulles Airport) and beyond to Route 772 in eastern Loudoun County. Most of the extension will be constructed in the median of the Dulles International Airport Access Highway (DIAAH), Dulles Connector Road, and the Dulles Greenway Toll Road, but the alignment will also divert to directly serve Tysons Corner and the Dulles Airport. The entire extension will include 11 new Metrorail stations, a maintenance and storage yard on Dulles Airport property, and an expansion of the existing service facilities at the West Falls Church Station. Four of the new stations will be located within Tysons Corner. This alignment was selected because it offers the significant ridership potential with the least impact on residential areas.

Project elements will include an electrically-powered rapid rail transit line operating in an exclusive right-of-way with at-grade, aerial, and subway sections, stations and parking facilities, new and improved yard and shop facilities, rail vehicles, fare collection equipment, communications and train control systems, ancillary facilities for the distribution of electrical power, and stormwater management. The Project will be fully integrated as part of the existing Metrorail system. The Project is being constructed in two phases.

The Project's first phase, known as the *Extension to Wiehle Avenue*, will complete the initial 11.7 miles of the planned extension from the current Metrorail Orange Line to Wiehle Avenue in Reston. The alignment will follow the Dulles Connector Road, Route 123 and Route 7 in Tysons Corner, and the DIAAH. *Extension to Wiehle Avenue* will include five new stations (Tysons East [McLean], Tysons Central 123 [Tysons Corner], Tysons Central 7 [Greensboro], Tysons West [Spring Hill], and Wiehle Avenue [Wiehle-Reston East]), additional commuter parking, improvements to the existing Metrorail Service and Inspection Yard at West Falls Church, and an interim terminus at Wiehle Avenue. Construction of the *Extension to Wiehle Avenue* is scheduled for completion in late 2013.

The Project's second phase, known as the *Extension to Dulles Airport/Route 772*, will complete the Project from Wiehle Avenue to Route 772 in Loudoun County. From Wiehle Avenue, the alignment will continue along the DIAAH, cross Dulles Airport property, and then follow the Dulles Greenway to the terminus at Route 772. *Extension to Dulles Airport/Route 772* will include six additional stations (Reston Parkway [Reston Town Center], Herndon-Monroe [Herndon], Route 28 [Innovation Center], Dulles Airport, Route 606, and Route 772), additional commuter parking, and a new Service and Inspection Yard on Dulles Airport property. Construction of the *Extension to Dulles Airport/Route 772* is tentatively scheduled for completion in late 2018.

The Record of Decision (ROD) for the Project was issued by the FTA in March 2005; an amended ROD was issued by the FTA in November 2006. Accompanying the ROD, as Attachment C, was the Section 106 Memorandum of Agreement (MOA) on historic and archaeological resources. The MOA, which complies with Section 106 of the National Historic Preservation Act of 1966 (16 USC §470f), outlines measures that will be implemented to reduce or compensate for the Project's unavoidable impacts to cultural resources.

A Finding of No Significance (FONSI) was issued by the FTA in December 2012, approving the Environmental Assessment for the Phase 2 (*Extension to Dulles Airport/Route 772*)



Preliminary Engineering Design Refinements, which included the design change of an aerial station and alignment at Dulles Airport to replace the underground station and alignment. The FONSI contains as Attachment B, the Updated Section 106 MOA executed in October 2012.

Background

The DRPT commenced Preliminary Engineering (PE) for the *Extension to Wiehle Avenue* in October 2004 and completed PE in March 2006. The PE phase modified the alignment and elevation through Tysons Corner, as described in the Final Environmental Impact Statement (FEIS) and was duly examined and reported in an Environmental Assessment of February 2006. PE represents approximately 30% of Final Design (FD) for the *Extension to Wiehle Avenue*. The DRPT conducted PE for the *Extension to Dulles Airport/Route 772* in 2006 that was suspended in October 2006 when it reached approximately 15% of FD.

The Project Sponsor officially transitioned in June 2007 from the DRPT to the Airports Authority. Coordination among cooperating agencies and fulfillment of Project commitments has been sustained by the Airports Authority, including requirements of the Section 106 MOA.

Project Status

The *Extension to Wiehle Avenue* PE and FD established the basis for the Design-Build (D-B) phase of the Project to follow. FD of the *Extension to Wiehle Avenue* is approximately 99% complete and construction has surpassed 83% overall completion for this initial phase. In 2012, PE for work outside the Dulles Airport was completed to a 100% level and PE for the Airport Aerial Segment was completed to a 100% level.

Activities which took place over the past year to advance the project are described below.

Extension to Wiehle Avenue (Phase 1)

Planning, development, design, and construction activities that occurred in 2012 included:

- Continued acquisition of key properties required to accommodate utility relocation and D-B construction activities.
- Continued utility relocation construction to 99% completion along Route 7, Route 123, and throughout the Project. D-B construction activities have surpassed the 83% completion level.
- Progressed FD to 99% of the guideway, stations, and related site/civil improvements.
- Continued coordination with permitting agencies for necessary permits and approvals and received permits/approvals in 2012 from a variety of state, federal, and local agencies, including the FTA, Federal Aviation Administration, U.S. Army Corps of Engineers, Virginia Department of Environmental Quality, Virginia Marine Resources Commission, Virginia Department of Conservation and Recreation, VDOT, Virginia Department of General Services, Fairfax County, and the Airports Authority.



- Continued coordination and outreach efforts with Project partners, stakeholders, and the surrounding community throughout the year included, but were not limited to, the Commonwealth of Virginia, Fairfax County, Loudoun County, the WMATA, the Airports Authority, the VDOT and the DRPT, as well as local developers and citizens groups.

Extension to 772 (Phase 2)

In 2012, the Airports Authority continued advancement of PE for the Refined Locally Preferred Alternative (LPA) for Phase 2, which included an aerial station and guideway at Dulles Airport. Phase 2 PE for work outside Dulles Airport was completed to a 100% level in December 2011. Phase 2 PE for the Airport Aerial Alignment Segment was completed to a 100% level in March 2012. Coordination activities to refine PE occurred in 2012 and included the general coordination of *Extension to Dulles Airport/Route 772* designs with the Airports Authority, WMATA, VDOT, Fairfax and Loudoun Counties, and adjacent developers.

Section 106 Activities Conducted in 2012

The following activities occurred in 2012 related to compliance with Section 106 for the Project:

- **Section 106 Annual Report** – The *Section 106 Activities – 2011 Annual Report* was issued in January 2012. This report, required by Stipulation 3 of the MOA, was distributed to the FTA, the Virginia Department of Historic Resources (VDHR), and MOA concurring signatories.
- **FTA Record of Decision** – Section 106 compliance was tracked and documented in 2012 using Attachment A, Summary of Mitigation Measures, of the FTA ROD. Attachment A lists mitigation commitments, including those related to cultural resources. The Project will continue in 2013 to track and meet the cultural resource requirements identified in the ROD and MOA as part of PE efforts.
- **Section 106 Consultation** – The Project team continued coordination with the Airports Authority's aviation staff regarding design of the Dulles Airport Metrorail station and site facilities as part of Phase 2 PE activities. The Project team also continued consultation with the Virginia State Historic Preservation Office (SHPO) as a coordinated activity with the FTA sponsoring the consultation as the lead federal agency. Prior to full completion of the Phase 2 PE, the Airports Authority will work with the FTA and the SHPO to receive any comments or address any concerns regarding effects to historic resources. Per the MOA, draft treatment plans were provided to the FTA and the SHPO and the consulting parties for review in November 2012; minor comments were provided by the SHPO and the DRPT that will be addressed in the final treatment plans. An amended Section 106 MOA addressing the Refined LPA has been signed by all parties and was executed in October 2012.

There are no anticipated impacts to historic resources during construction of Phase 1.

- **Archaeology** – In November 2007, Thunderbird Archaeology was retained to provide archaeological services per the MOA and in accordance with Section 106 of the National Historic Preservation Act. Thunderbird Archaeology reviewed the current status of archaeological resources within the Project area for Phase 1 and found that no known impacts were anticipated. Thunderbird Archaeology will respond to any



discoveries that occur during construction; but, to date, there have been no archaeological discoveries during utility relocation or other earth disturbing activities during D-B construction along the alignment.

For Phase 2, an *Addendum Report Phase IB/II Archaeological Survey* was developed and submitted to the SHPO by the Airports Authority for concurrence on the determination of eligibility based on the discovery of artifacts dating to prehistory. Following additional supplemental technical information being provided to the SHPO, on December 8, 2011, the archaeological subcommittee of the SHPO's National Register Eligibility Evaluation Team met to reconsider the eligibility of two sites located at the proposed location for the rail maintenance and storage yard. Based on the sum of the documentation provided, the SHPO concurs with the submitted recommendations and found that the two sites are not eligible for listing in the National Register of Historic Places. Due to an earlier submittal to the SHPO, the committee had previously recommended that one separate site located along the yard lead tracks remains eligible for listing in the National Register and will be subject to appropriate mitigation under the terms of the executed Section 106 Memorandum of Agreement

The Airports Authority submitted the final addendum archaeology report in January 2012 to the SHPO and obtained formal concurrence on the eligibility of the one site. The draft treatment plans submitted to the SHPO and the consulting parties included the recommended mitigation as data preservation for the eligible site according to the terms of the Amended MOA.

Additional Information

An electronic copy of this report will be posted on the Project's web site (www.dullesmetro.com). Printed copies are available upon request. Questions about activities related to compliance with the Section 106 MOA or requests for further information on the Project's current status should be directed to:

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