



# SECTION 106 ACTIVITIES ANNUAL REPORT

FOR THE YEAR ENDING DECEMBER 31, 2006



Virginia Department of Rail and Public Transportation  
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JANUARY 2007

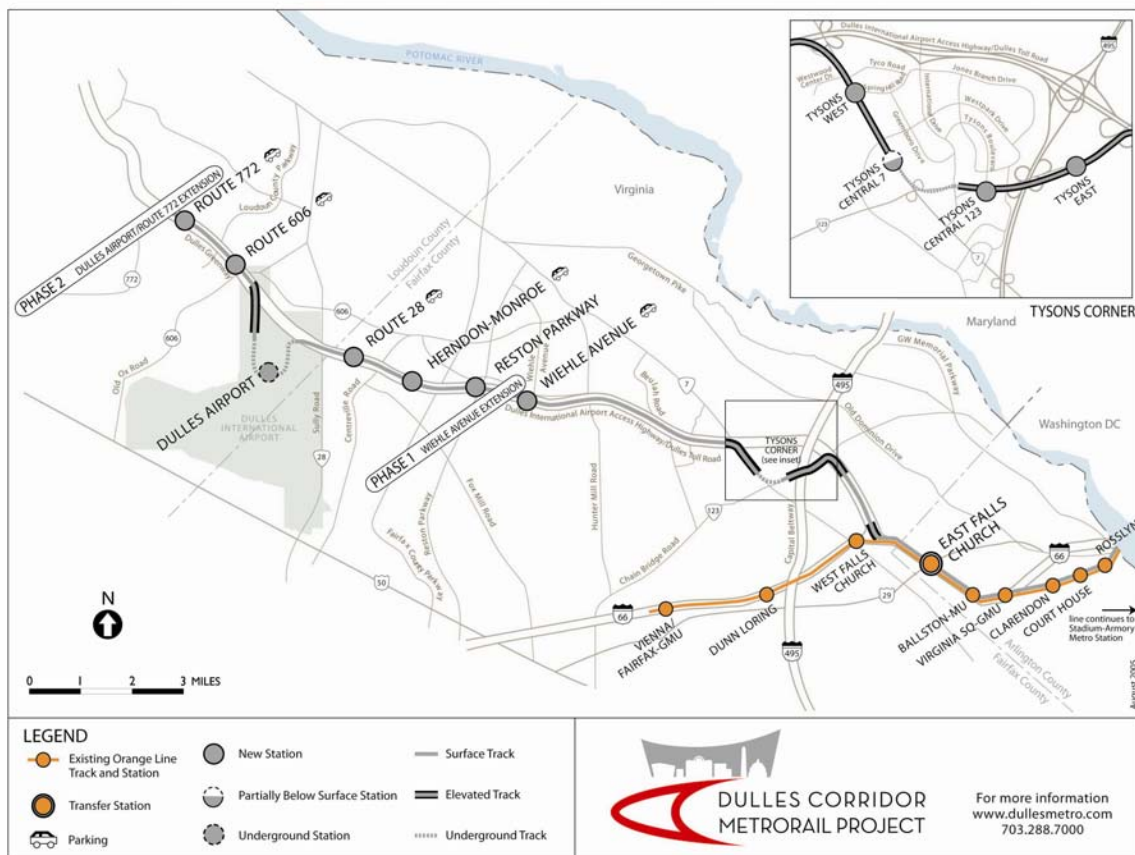
**Introduction**

The Section 106 Memorandum of Agreement (MOA) for the Dulles Corridor Metrorail Project, formally executed on October 5, 2004, requires the Virginia Department of Rail and Public Transportation (DRPT) to prepare an Annual Report summarizing the activities carried out in accordance with agreement during the previous year. This report is to be completed and distributed to all MOA signatories by January 15<sup>th</sup> and made available for public review.

The following report describes the project, its current status, and Section 106 activities completed in 2006.

**Project Description**

DRPT in 2006, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), Fairfax County, Loudoun County, and the Metropolitan Washington Airports Authority (MWAA), continued planning for the Dulles Corridor Metrorail Project, a 23.1-mile extension of the regional Metrorail system along the rapidly growing Dulles Corridor in Fairfax and Loudoun counties, Virginia. This extension will provide Metrorail service to some of the Washington D.C. metropolitan region’s most dynamic and rapidly growing activity centers, including Tysons Corner, the Reston-Herndon area, Dulles Airport, and the emerging activity centers in eastern Loudoun County. The Federal Transit Administration (FTA) is the lead federal agency for this project.



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, and ancillary facilities for the distribution of electrical power and stormwater management. The Dulles extension will be fully integrated as part of the existing Metrorail system. DRPT intends to construct the project in two phases.

The project's first phase, known as the *Extension to Wiehle Avenue*, will complete the initial 11.6 miles of the planned extension from the current Metrorail Orange Line to Wiehle Avenue in Reston. The alignment will follow the Dulles Connector Road, Routes 123 and 7 in Tysons Corner, and the Dulles International Airport Access Highway (DIAAH). This phase, expected to be operational in late 2011, will include five new stations (Tysons East, Tysons Central 123, Tysons Central 7, Tysons West, and Wiehle Avenue), additional commuter parking, improvements to the existing Metrorail Service & 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 2012.

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. This phase will include six additional stations (Reston Parkway, Herndon-Monroe, Route 28, Dulles Airport, Route 606, and Route 772), additional commuter parking, and a new Service & Inspection Yard on Dulles Airport property. Construction of the *Extension to Dulles Airport/Route 772* is scheduled for completion in 2015.

### **Project Status**

DRPT began Preliminary Engineering for the *Extension to Wiehle Avenue* in October 2004 and completed it in March 2006. Preliminary Engineering represents about 30% of Final Design for the *Extension to Wiehle Avenue*. It established the basis for the Design-Build phase of the Project to follow in 2007, during which Final Engineering and construction for the *Extension to Wiehle Avenue* will begin.

DRPT began Preliminary Engineering for the *Extension to Dulles Airport/Route 772* in April 2006. That Preliminary Engineering reached about 20% of Final Design; it will remain at that design level until future decisions are made on design and construction schedules.

The Project Sponsor will transition in January 2007 from DRPT to MWAA. Coordination among cooperating agencies and fulfillment of project commitments will be sustained by MWAA, including requirements of the Section 106 MOA.

Over the past year, activities necessary to advance the Project included:

- Further development and refinement of the Project's Preliminary Engineering design;
- Preparation of an Environmental Assessment in February 2006 that described project changes resulting from Preliminary Engineering for the *Extension to Wiehle Avenue*;

- Issuance of an amended NEPA Record of Decision by the FTA in November 2006 with a finding of no significant changes in impacts from those evaluated in the final Environmental Impact Statement issued December 2004;
- Continued progress on related Project Development activities, including financial planning, intergovernmental agreements, utility coordination, and property acquisition and permit planning.

Design activities and refinements during Preliminary Engineering in 2006 included:

- General coordination of *Extension to Dulles Airport/Route 772* station designs with MWAA, VDOT, Fairfax and Loudoun Counties, and adjacent developers;
- Revised highway barrier west of Route 28 station to Dulles Airport tunnel portal;
- Extension of the tunnel section within the Dulles Airport site;
- Refinement of Tunnel Ventilation and Access Shaft locations at the Dulles Airport site;
- Architectural concepts for Surface Structures within Dulles Airport site, including Tunnel Ventilation and Access Shaft headhouses, Traction Power Substations and Retained Fill Walls;
- Design concepts for Landscape Architectural treatments along the Dulles International Airport Access Highway and within the Dulles Airport site;
- Maintenance Yard facilities and access roads;
- Traction Power Substation and Remote Train Control Room locations.

### **Section 106 Activities Conducted in 2006**

The following activities in 2006 related to compliance with Section 106 compliance for the Dulles Corridor Metrorail Project:

- **Section 106 Annual Report** – The *Section 106 Activities – 2005 Annual Report* was issued in January 2006. That report, required by Stipulation 3 of the MOA, was distributed to FTA, the Virginia Department of Historic Resources, and MOA concurring signatories.
- **FTA Record of Decision** – The executed Section 106 MOA for the Project was referenced as Attachment C in the FTA Record of Decision (ROD), as amended in November 2006. 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 historic resources. Stipulations from the MOA were also incorporated into the Project's formal mitigation commitments listed in Attachment A of the ROD.
- **Environmental Assessment** – A review of Preliminary Engineering design refinements for the EA determined that those changes would not affect any new historic resources or change the Project's previously-identified impacts to historic resources. Therefore, no additional evaluation of historic resources was included in the EA, and no changes to the current Section 106 MOA was required.
- **Section 106 Consultation** – Consistent with the terms of the Section 106 MOA, the Project team continued consultations with MWAA regarding design of the Dulles Airport Metrorail station and site facilities. These consultations included design reviews of:

- Dulles Airport station concepts and preliminary engineering submittals;
- Dulles Airport site facilities, including Traction Power Substations, Tunnel Ventilation and Access headhouses, retained fill sections, aerial guideways and landscaping design concepts;
- Highway barrier treatments along the peekaboo viewshed segment of the Dulles International Airport Access Highway.

Initial consultation with the Virginia Department of Historic Resources will occur as a coordinated activity with MWAAs sponsoring the consultation. This will occur when additional Preliminary Engineering for the *Extension to Dulles Airport/Route 772* is scheduled to begin. Attached to this report for review and reference is a copy of the proposed design concepts for the Washington Dulles International Airport Historic District, based on 20% project design. A treatment plan, per the MOA, will be developed during the next phase of Preliminary Engineering for review by the Virginia Department of Historic Resources.

**Additional Information**

An electronic copy of this report will be posted on the project's web site ([www.dullesmetro.com](http://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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