



SECTION 106 ACTIVITIES ANNUAL REPORT

FOR THE YEAR ENDING DECEMBER 31, 2005



Virginia Department of Rail and Public Transportation
1595 Spring Hill Road, Suite 600
Vienna, Virginia 22182

JANUARY 2006

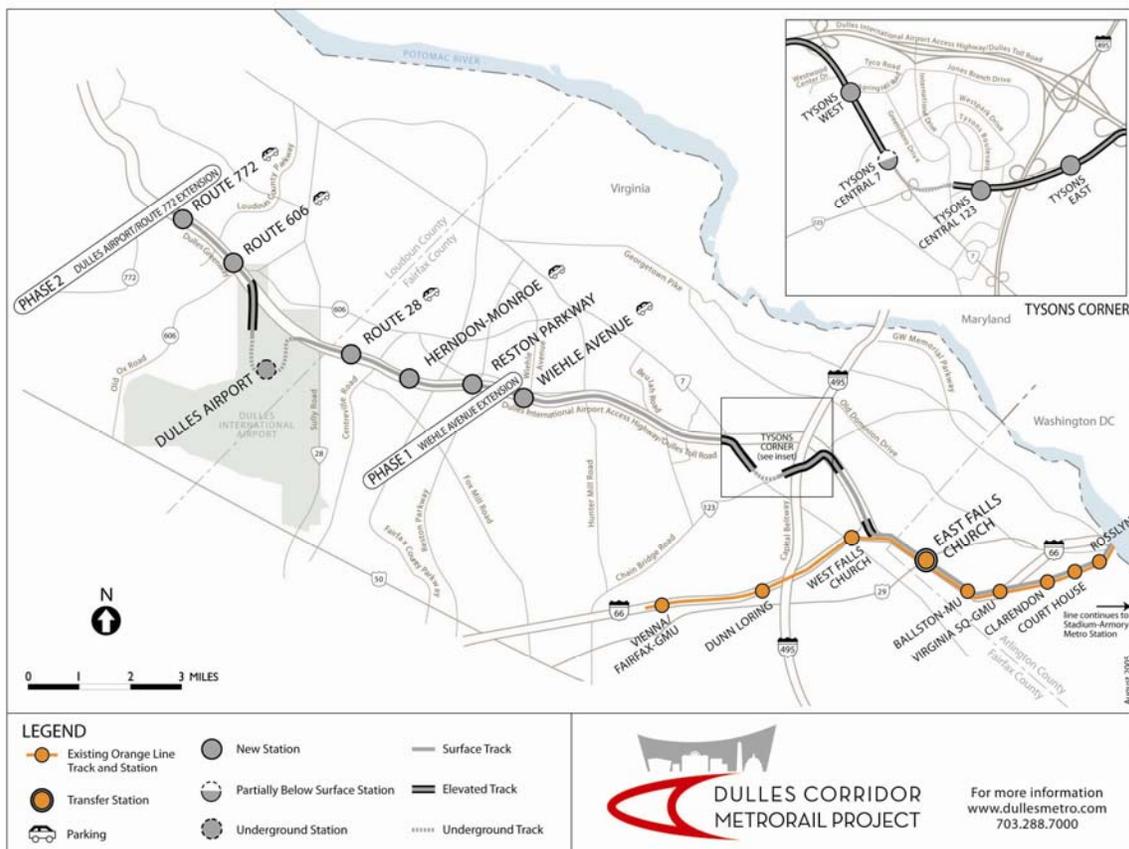
Introduction

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 15th and made available for public review.

The following report describes the project, its current status, and Section 106 activities completed in 2005.

Project Description

DRPT, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), Fairfax County, Loudoun County, and the Metropolitan Washington Airports Authority (MWAA), is planning to construct 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 with the existing Metrorail system in terms of scheduling, signage, and fare collection. 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.

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 currently scheduled for completion in 2015.

Project Status

DRPT's began Preliminary Engineering on the *Extension to Wiehle Avenue* in October 2004. The Preliminary Engineering phase, the first major step toward building rail in the corridor, is a significant milestone in FTA's project development process. Over the past year, several activities necessary to advance the Project were completed, including:

- Fully staffing the new Project Office in Vienna, Virginia;
- Further development and refinement of the Project's Preliminary Engineering design;
- Continued progress on related Project Development activities, including financial planning, intergovernmental agreements, utility coordination, property acquisition, and permitting.
- Receipt of a "Recommended" rating in FTA's FY 2006 New Starts Report;
- Issuance of a NEPA Record of Decision by the FTA;
- Issuance of a NEPA Record of Decision by the Federal Aviation Administration (FAA);
- Adoption and implementation of a Dulles Toll Road toll increase to provide Virginia's share of Project funding; and
- Additional tax collections from the Fairfax County Transportation Improvement District.

During Preliminary Engineering for the DRPT adopted several changes to the Project's design, including:

- Narrower track centers (outside station areas);
- Simplified station designs;
- Simplified aerial guideway structures and architectural treatments;
- Use of at-grade mezzanines instead of aerial mezzanines at some stations;
- Shift of the alignment from the south side to the median of Route 7;
- Shorter and shallower tunnel section and shift of portal location on Route 7;
- Alternative design for retaining walls;
- Alternative design for the Tysons Central 7 station;
- Relocation of Tysons West station bus bays;
- Redesigned traction power system; and
- Revised design for the connection with the existing Metrorail Orange Line.

DRPT is currently preparing an Environmental Assessment (EA) to evaluate those design refinements that may result in changes to the environmental impacts previously documented in the Project's Final EIS. Completion of Preliminary Engineering and publication of the EA are anticipated in February 2006.

Section 106 Activities Conducted in 2005

The following activities related to compliance with Section 106 compliance for the Dulles Corridor Metrorail Project were completed in 2005:

- **Section 106 Annual Report** – The *Section 106 Activities – 2004 Annual Report* was issued on January 13, 2005. This report, required by Stipulation 3 of the MOA, was distributed to FTA, the Virginia Department of Historic Resources, and MOA concurring signatories for review. No comments were received on the report and, as a result, DRPT, FTA, and VDHR agreed that the current Section 106 MOA should remain in force.
- **FTA Record of Decision** – The executed Section 106 MOA for the Project was included as Attachment C in the FTA Record of Decision (ROD) issued on March 2, 2005. 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.
- **FAA Record of Decision** – The FAA issued a companion ROD for the Project on July 12, 2005. This Record of Decision authorizes the Project's use of airport property for non-airport purposes. The FAA ROD incorporated the terms of the FTA ROD and its Section 106 mitigation commitments by reference. No additional mitigation measures were required by the FAA.
- **Environmental Assessment** – A review of Preliminary Engineering design refinements for the EA determined that these changes would not affect any new historic resources

nor change the Project's previously-identified impacts to historic resources. Therefore, no additional evaluation of historic resources is included in the EA and no changes to the current Section 106 MOA are 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. Additional consultations will continue in 2006 as additional engineering for the *Extension to Dulles Airport/Route 772* is completed and the Dulles Airport station design and associated architectural concepts are refined.

Memorandum of Agreement Status

DRPT recommends that the Project's current Section 106 MOA (executed on October 5, 2004) remain in force without modifications.

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:

Karl Rohrer
Deputy Project Director – Project Development
Dulles Corridor Metrorail Project
1595 Spring Hill Road, Suite 600
Vienna, Virginia 22180
(703) 288-7000
karl.rohrer@dullesmetro.com