



## SECTION 106 ACTIVITIES ANNUAL REPORT

FOR THE YEAR ENDING DECEMBER 31, 2014



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY  
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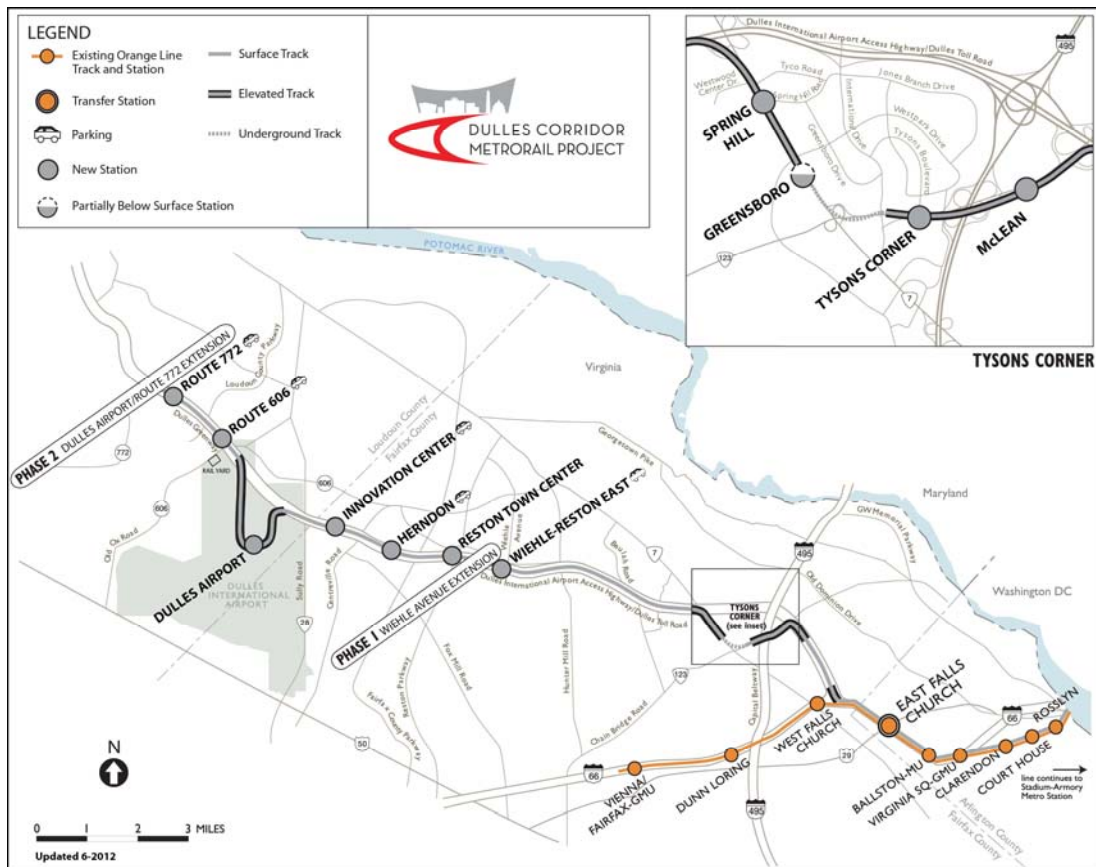
## Introduction

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, 2015, and made available for public review.

The following report describes the Project, its current status, and Section 106 activities completed in 2014.

## Project Description

In 2014, 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, development, design and construction activities for 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 extends 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 is being constructed in the median of the Dulles International Airport Access Highway (DIAAH), Dulles Connector Road, and the Dulles Greenway Toll Road, but the alignment also diverts off-median to directly serve Tysons Corner and 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 are located within Tysons Corner. This alignment was selected because it offers the significant ridership potential with the least impact on residential areas.

Project elements 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 and 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 follows the Dulles Connector Road, Route 123 and Route 7 in Tysons Corner, and the DIAAH. *The Extension to Wiehle Avenue* includes 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 was completed and revenue operations of the *Extension to Wiehle Avenue* commenced in August, 2014.

The Project's second phase, known as the *Extension to Dulles Airport/Route 772*, will complete the Project from the Phase 1 terminus at 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. *The 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 profile through Tysons Corner, as described in the Final Environmental Impact Statement (FEIS) and was duly examined and reported in an Environmental Assessment dated February 2006. PE represents approximately 30% of Final Design (FD) for the *Extension to Wiehle Avenue*. The DRPT commenced PE for the *Extension to Dulles Airport/Route 772* in 2006 and 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 established the basis for the Design-Build (D-B) contract for the initial phase of the Project. Design of the *Extension to Wiehle Avenue* is now complete and construction has surpassed 99% overall completion.

For the second phase of the Project, the *Extension to Dulles Airport / Route 772*, the PE was completed in 2011, which serves as the basis for procuring Design-Build contracts for the remaining portion of the Project. In 2012, the Design-Build (DB) contract for the majority of work on the second phase, Package A, was awarded and design work is progressing towards the 60% level in early 2014. This package includes the main line, stations, yard lead track and related facilities. Subsequent packages will be issued for the yard and shop facility. Fairfax County and Loudoun County are pursuing public-private arrangements for the construction of parking garages at four of the remaining stations.

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 2014 included the following:

- Revenue operations commenced in August 2014 for the *Extension to Wiehle Avenue*. Continued final acquisition and conveyance of properties required to accommodate utility relocation and D-B construction activities.
- Construction was completed for the guideway, stations, and related site/civil improvements, with only minor close-out, punch-list, monitoring, and mitigation tasks continuing into 2015.



- Continued coordination with permitting agencies for necessary permits and approvals and received permits/approvals in 2014 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 including, but 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)**

Planning, development, design, and construction activities that occurred in 2014 included the following:

- The Design-Build (DB) contractor for Package A commenced final design work and has advanced various design packages between 60% and 100% levels with some initial site preparation and early construction activities occurring during 2014.
- An additional DB contract Package S for the yard site preparation progressed design and construction work related to soil stockpile relocation within Dulles Airport required prior to the future design and construction of the rail yard on Dulles Airport property at Route 606.
- An additional DB contract Package B for the service and inspection rail yard was awarded and final design work commenced for work on Dulles Airport property at Route 606.
- Fairfax County is advancing plans to design and construct parking garages at the Innovation Center and Herndon-Monroe stations (both south of Dulles Toll Road).
- Loudoun County solicited and is currently negotiating with firms who proposed for public-private partnership opportunities in constructing parking garages at the Route 606 and Route 772 stations.

### **Section 106 Activities Conducted in 2014**

The following activities occurred in 2014 related to compliance with Section 106 for the Project:

- **Section 106 Annual Report** – The *Section 106 Activities – 2012 Annual Report* was issued in January 2014. 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 2014 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 2015 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 station and site



facilities as part of Phase 2 Design-Build activities. The Project team also continued consultation with the SHPO as a coordinated activity with the FTA who are sponsoring the consultation as the lead federal agency. The Airports Authority will continue to work with the FTA and the SHPO to receive any comments or address any concerns regarding effects to historic resources. Per the MOA, all work is proceeding forward in accordance with the final treatment plans which were published in January 2013 and which included the amended Section 106 MOA addressing the Refined LPA that was signed by all parties and executed in October 2012.

There have been and still are no anticipated impacts to historic resources for the work on Phase 1.

▪ **Archaeology** – For Phase 1 to date, there have been no archaeological discoveries during utility relocation or other earth disturbing activities through the completion of Design-Build construction in 2014. No discoveries have occurred during the minor close-out activities of Phase 1 following commencement of revenue operations.

For Phase 2, work continued in accordance with the final treatment plan dated January 2013 which included the recommended mitigation as data recovery for the one eligible site (44LD1496) for listing in the National Register of Historic Places, located along the yard lead tracks. In compliance with the final treatment plan and Amended MOA, field investigation and data recovery for the eligible site continued through 2014 with regular coordination with SHPO including the submittal of interim management summaries on the draft findings. Following submittal of the Stage 2 Management Summary to SHPO, the delineation of the eligible site was expanded to the south based on the density of artifacts initially found. This site will be subject to appropriate mitigation under the terms of the executed Amended MOA. Completion of field work occurred in mid-year 2014 with the completion of a draft report documenting the investigation and a catalog of artifacts results submitted to SHPO in December 2014.

Additionally in 2014, corridors along Rudder Road, Route 28 and Autopilot Drive at Dulles Airport for doing underground utility work for the electrical traction power lines from Dominion Virginia Power (DVP) providing power to the rail line outside the original Areas of Potential Effect (APE) were analyzed and cleared of any additional potential archaeological effects with concurrence from SHPO. An additional corridor near the Dulles Greenway and Shellhorn Road was analyzed for no potential effects and was submitted for SHPO concurrence in December 2014.

▪ **Historic Resources** – Phase 2 work continued in accordance with the final treatment plan for historic resources, which was also published and submitted to SHPO in January 2013 based on the executed and updated Section 106 MOA. In 2014, MWAA and Package A DB Contractor Capital Rail Constructors (CRC) continued coordinating with SHPO on the final design elements of the aerial structure and station at Dulles Airport within the Dulles Airport Historic District, and are fully addressing any outstanding issues prior to the anticipated submittal of construction permits for this work in 2015. In addition, the SHPO and other consulting parties will be provided the opportunity to review and comment on the designs proposed for the public historic interpretive displays, and also for restoration of selected elements of





the Dulles Airport 2007 Landscape Master Plan that update the original Dan Kiley landscaping plan.

**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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