



SECTION 106 ACTIVITIES ANNUAL REPORT

FOR THE YEAR ENDING DECEMBER 31, 2007



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
WWW.MWAA.COM

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JANUARY 2008

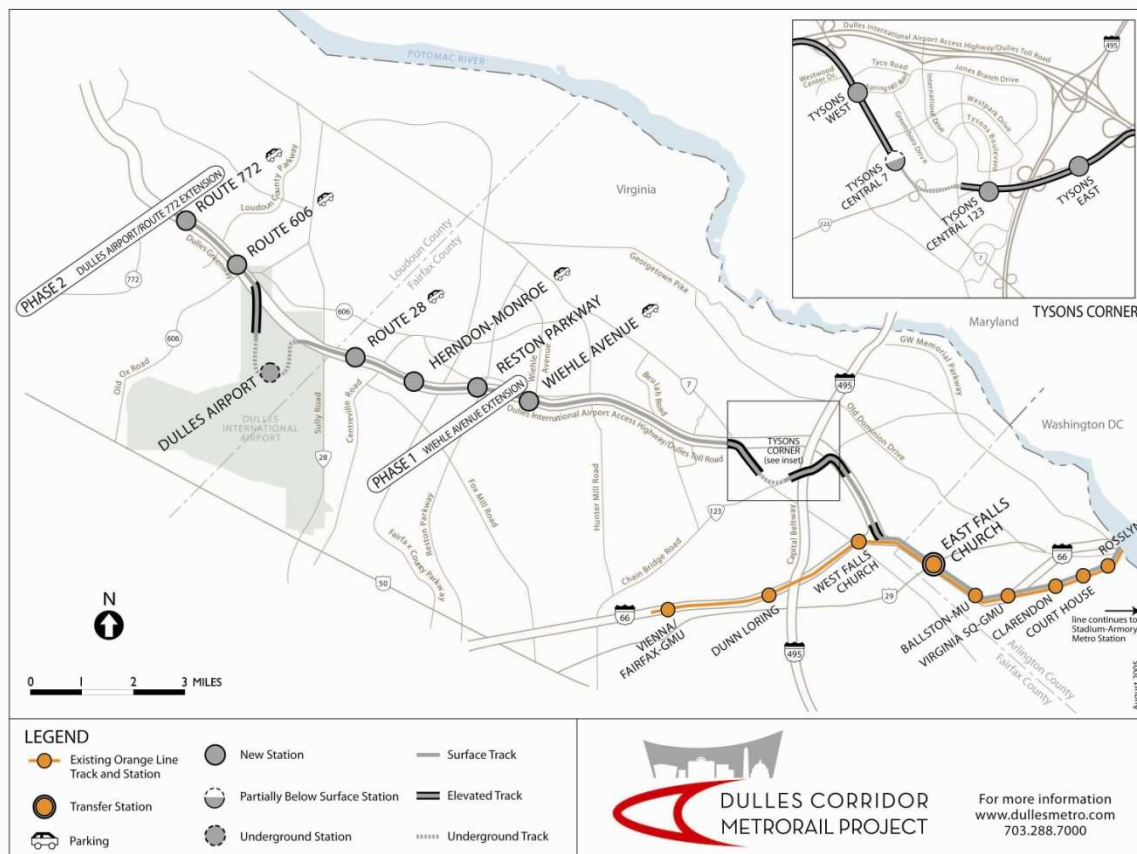
Introduction

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) in consultation with the Metropolitan Washington Airports Authority (MWAA) to prepare an Annual Report summarizing the activities carried out in accordance with the agreement during the previous year. MWAA is submitting the Section 106 Activities Annual Report this year because responsibility for the project has transitioned from DRPT to MWAA. In accordance with the requirements of the MOA, this report is to be completed and distributed to all MOA signatories by January 15, 2008, and made available for public review.

The following report describes the project, its current status, and Section 106 activities completed in 2007.

Project Description

In 2007, MWAA along with a number of local stakeholders including Virginia Department of Transportation (VDOT), Washington Metropolitan Area Transit Authority (WMATA), Fairfax County, Loudoun County, and DRPT, continued planning and development of 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. The Federal Transit Administration (FTA) is the lead federal agency for this project.



The Dulles Corridor Metrorail Project will extend the existing 106-mile Metrorail system from the Metrorail Orange Line in Fairfax County through Tysons Corner to Dulles Airport and beyond the airport 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 would also divert to directly serve Tysons Corner and Dulles Airport. The extension will include 11 new Metrorail stations, a rail yard site on Dulles Airport property, and an expansion of the existing rail yard at West Falls Church. 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 Dulles extension will be fully integrated as part of the existing Metrorail system. MWAA 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 DIAAH. This phase 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 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 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 and Inspection Yard on Dulles Airport property. Construction of the *Extension to Dulles Airport/Route 772* is tentatively scheduled for completion in late 2015.

The Record of Decision (ROD) for the Project was issued by FTA in March 2005; an amended ROD was issued by FTA in November 2006. Accompanying the ROD, as Attachment C, was the 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.



Project Status

DRPT began Preliminary Engineering for the *Extension to Wiehle Avenue* in October 2004 and completed it in March 2006. The Preliminary Engineering phase modified the alignment and elevation through Tysons Corner that was described in the Final Environmental Impact Statement (FEIS) and was duly examined and reported in an Environmental Assessment of February 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 2008, during which Final design and construction for the *Extension to Wiehle Avenue* will begin.

DRPT conducted Preliminary Engineering for the *Extension to Dulles Airport/Route 772* in 2006. That Preliminary Engineering reached about 15% of Final Design in October 2006; it will remain at that design level until future decisions are made regarding the design and construction schedules.

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

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

Extension to Wiehle Avenue (Phase I)

Planning and development activities in 2007 included:

- Negotiated Design-Build Contract with Dulles Transit Partners, LLC (DTP), the Design-Build contractor;
- Completed planning and supplemental engineering for utility relocation; construction for utility relocation will begin in January 2008;
- Completed financial plans, funding agreements, and intergovernmental agreements between MWAA, WMATA, Loudoun and Fairfax Counties, and the Commonwealth of Virginia, which included the transfer of project and the continued cooperation of DRPT and VDOT;
- Advanced property acquisition, engineering, construction planning, and permitting.

Extension to 772 (Phase II)

Design activities and refinements during Preliminary Engineering in 2007 included:

- General coordination of *Extension to Dulles Airport/Route 772* station designs with MWAA, WMATA, VDOT, Fairfax and Loudoun Counties, and adjacent developers.



Section 106 Activities Conducted in 2007

The following activities in 2007 related to compliance with Section 106 for the Dulles Corridor Metrorail Project:

- **Section 106 Annual Report** – The *Section 106 Activities – 2006 Annual Report* was issued in January 2007. This 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** – Section 106 compliance was tracked and documented in 2007 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 2008 to track and meet the cultural resource requirements identified in the ROD and MOA.
- **Section 106 Consultation** – The Project team continued consultations with MWAA regarding design of the Dulles Airport Metrorail station and site facilities. Initial consultation with the Virginia Department of Historic Resources will take place as a coordinated activity with MWAA sponsoring the consultation. This will occur when additional Preliminary Engineering for the *Extension to Dulles Airport/Route 772* is scheduled to begin. Prior to completing final PE, MWAA will work with the Virginia State Historic Preservation Officer (VSHPO) to receive comments and address concerns on the historic viewshed at Dulles Airport. 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.

There are no anticipated impacts to historic resources during construction of the *Extension to Wiehle Avenue*.

- **Archaeology** - In November 2007, Thunderbird Archaeology was retained by DTP to provide archeological services per the MOA and in accordance with Section 106 of the Historic Preservation Act. Thunderbird Archaeology reviewed the current status of archeological resources within the Project area for the *Extension to Wiehle Avenue*; no known impacts are anticipated. Thunderbird Archaeology will respond to any discoveries that occur during construction.

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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