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## VOLUME II

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Glossary of Terms
APPENDIX C: GLOSSARY OF TERMS

100-year floodplain – The areas along or adjacent to a stream or body of water that are capable of storing or conveying floodwaters during a 100-year frequency storm.

A-Weighted Sound Level (A-Weighted Scale) – A method of representing the human ear’s interpretations of the loudness of an equal sound level throughout the audible frequency range.

Adopted Regional System (ARS) - WMATA’s 103-mile Metro system.

active park – A park where the primary focus is active recreation such as organized sports or other non-noise sensitive uses, such as playgrounds and recreation centers.

alight – Used in conjunction with “board;” to depart a transit vehicle.

ambient background noise – The existing cumulative noise that is characteristic of an area based on current activity levels.

Americans with Disabilities Act of 1990 (ADA) – Federal legislation that guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications.

Area of Potential Effects (APE) – Geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties are located in the area.

arterial – A roadway designed to connect two distant areas at higher speeds and higher capacity travel than a local road.

at-grade – Level with the ground surface.

backwater – A change in velocity and potential/kinetic energy of stream flow when water accumulates behind a blockage.

Baseline Alternative – An alternative that reflects the No-Build condition for the Dulles Corridor Rapid Transit Project. It consists of the existing transportation network and planned transportation improvements included in the region’s financially constrained long-range plan. It does not include the proposed action being evaluated during the EIS process.

benthic macro-invertebrate – An aquatic animal lacking a backbone that inhabits the bottom of an aquatic environment.

bent –A structure with an upside-down U-shape used to support an aerial transit guideway or an aerial roadway when ground conditions preclude the use of regular supports, such as when there is a roadway below.

best available control technologies (BACT) – Mitigation measures utilizing the best available equipment to minimize noise and vibration impacts at nearby receptors, typically used during construction activities.

best management practice (BMP) – Specific standards utilized during construction to minimize the impact on surrounding land uses.
business professional and occupancy license revenues (BPOL revenues) - Revenues that typically form part of a County’s General Fund revenues.

Build Alternatives – The alternative or alternatives being evaluated as the proposed action during the EIS process.

building attenuation – The reduction in the energy of a sound field resulting from its passage through a building’s structural elements.

BRT – An emerging technology in which buses are used to provide high-quality transit service akin to a rapid rail system.

BRT maintenance and storage facility – Facility with multiple buildings for the maintenance and storage of out-of-service BRT vehicles. Also includes exterior parking spaces for storing buses and surface parking for employees as well.

central business district (CBD) – The main concentration of office and commercial development in a city. Typically corresponds to the main financial district. Also called the “core” or “downtown.”

champion tree - The largest tree of its species that occurs within a given jurisdiction such as a state or county.

channel morphology – The dimension, pattern, and profile of the stream channel.

channel substrate – Particles on the streambed, both organic and inorganic.

Clean Air Act – Legislation passed in 1970 mandating the U.S. EPA to set national air quality standards to protect the public against common pollutants. State governments are required to devise clean-up plans to meet these U.S. EPA standards.

Congestion Mitigation and Air Quality (CMAQ) – Federal funding source for capital and limited duration operations.

Commonwealth Transportation Board (CTB) – A seventeen-member board appointed by the Governor of Virginia that is primarily responsible for locating routes, approving construction contracts, creating traffic regulations, naming highways, and administering and allocating transportation funds in Virginia.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) – Commonly known as Superfund, this law was passed in 1980 to create a tax on the chemical and petroleum industries and provide broad federal authority to respond directly to releases or hazardous substances that may endanger public health or the environment.

Comprehensive Plan – Each jurisdiction in the Commonwealth of Virginia is required by state law to institute a comprehensive plan to be used as a guide to decision-making about the natural and built environment.

conformity – A designation given to transportation plans, programs, and projects that conform to EPA-mandated state air quality plans (SIPs).

Constrained Long-Range Plan (CLRP) A long-term plan for transportation projects in the Washington metropolitan region with a 25-year horizon from 2001 to 2025. It is constrained to include only those projects that can be funded by revenues that are “reasonably expected to be available” as required by Federal law and
regulations. It includes both transit and highway projects, and meets federal planning and air quality conformity requirements.

cut-through traffic impacts – Impacts caused by traffic using residential streets rather than the local street system intended for through traffic.

decibel (dBA) – A unit of measure of sound pressure level used to describe the loudness of sound on the A-weighted scale (see A-Weighted Sound Level).

diabase – A flat, hard, dark-colored volcanic rock, found primarily in northern Virginia counties. Where the bedrock is exposed, a distinctive community type of drought-tolerant plants occurs.

easement – A right afforded by a property owner for another to make limited use of his or her property.

Environmental Impact Statement (EIS) – A comprehensive study of potential environmental impacts related to federally assisted projects. Projects for which an EIS is required are defined in the National Environmental Policy Act of 1969, as amended.

Federal Transit Administration (FTA) – The agency of the U.S. Department of Transportation responsible for regulation and funding of public transportation.

fixed-guideway – A track or other riding surface that supports and physically guides transit vehicles designed to travel exclusively on that surface (e.g., rapid rail, light rail).

flex – Flexible, able to be used for many purposes. For example, “flex industrial building” may be used to house several uses such as light industrial, office space, audio stores, etc.

floor-area-ratio (FAR) – The ratio of a building’s floor area to the area of the parcel the building is located on used as a measure of the density of building on a parcel and is used to regulate development.

flyover bridge – A highway ramp that passes above and across traffic lanes.

General Plan (as in Loudoun County General Plan) – The term used for Loudoun County’s comprehensive plan. See Comprehensive Plan for additional information.

Geographic Information Systems (GIS) – A system of computer software and hardware, data, and personnel to manipulate, analyze and present geographically referenced information, or data that is identified according to their locations.

General Obligation Bond (GO Bonds) – A type of Municipal Bond for which principal and interest are secured by the full faith and credit of the issuer and usually supported by either the issuer’s unlimited or limited taxing power.

grade-separated – Used to describe an alignment that is elevated or below ground, or crossings that use an overpass or an underpass. Grade separation allows traffic or transit vehicles to pass through intersections without stopping for opposing traffic. Heavy rail transit such as the Metrorail system must be grade-separated because it uses a high-voltage third rail.

ground-borne vibration and noise – The vibration-induced levels that propagate over ground between the source and a receptor such as a building; typically assessed indoors.
**groundwater recharge** – A process of replenishment (recharge) of water to an aquifer (a rock formation that has properties favorable for storage of water).

**headway** – The time interval between vehicles moving in the same direction on a particular route. Also called service frequency.

**High-Occupancy Vehicle (HOV)** – A vehicle occupied by more than one person. Used to distinguish between vehicles that only have a single-occupant (the driver) and vehicles that include passengers as well.

**hertz (Hz)** – Frequency measured in cycles per second

**inches per second (ips)** – Vibration velocity levels are typically expressed in terms of inches per second.

**indefinite association** – Used to describe the relationship between an archeological artifact and the location in which it is found when the location may not be the same location where the artifact was last used.

**infill development** – Development of vacant or under-used parcels within existing urban areas that are already largely developed.

**jurisdictional determination (JD)** – Review of previously identified wetlands and waters of the U.S. by the USACE in compliance with Section 404 of the Clean Water Act.

**Keynote Employment Centers** – A designation in the Loudoun County General Plan for office or research-and-development centers supported by ancillary services for employees.

**Kiss & Ride** – Drop off/pick up areas at transit stations in the Metro system.

**L10 noise level** – The level of noise at which the A-weighted sound pressure level in decibels is exceeded 10 percent of the time.

**L90 noise level** – The level of noise at which the A-weighted sound pressure level in decibels is exceeded 90 percent of the time.

**layover facility** – Facility used for short-term storage of revenue vehicles between scheduled trips.

**Ldn** – The day-night noise level, represents the average noise level evaluated over a 24-hour period. A 10-decibel penalty is added to events that occur during the nighttime hours (10:00 P.M. to 7:00 A.M.) to account for people's increased sensitivity to noise while they are sleeping.

**Lmax** – The maximum noise level that occurs during an event or train passby and is the noise level actually heard during the event or passby.

**Leq noise level** – The level of constant noise which contains the same amount of acoustic energy as time-varying noise levels (e.g. traffic noise) during a given time interval.

**land use** – Classification providing information on land cover and the types of human activity occurring on a parcel of land, such as "commercial," "industrial," "residential," or "open space."

**Level of Service (LOS)** – A “letter grade” used to describe given roadway conditions with “A” being at or close to free-flow conditions and “F” being at or close to over saturation of the roadway; usually based on the...
progression of vehicles through the green phase of a signal, driver discomfort/frustration, lost travel time, and fuel consumption.

**light rail transit (LRT)** – A rail technology that can operate in rights-of-way that are not grade-separated usually powered electrically by overhead catenary lines.

**Locally Preferred Alternative (LPA)** – The alternative selected by decision makers and the public as the preferred solution to the corridor’s identified needs.

**magnetic levitation** – An emerging technology in which magnetic forces are used to lift or levitate a vehicle and then propel and guide it along a track with cruising speeds up to 300 miles per hour. Also called maglev.

**mainline** – The revenue service tracks on a rail line (the main service line), rather than auxiliary tracks (such as pocket tracks, crossovers, or maintenance tracks) or tracks providing a connection to a maintenance and storage facility.

**Major Investment Study (MIS)** – An alternatives analysis study process for proposed transportation investments in which a wide range of alternatives is examined to produce a smaller set of alternatives that best meet project area transportation needs. The purpose of the study is to provide a framework for developing a package of potential solutions that can then be further analyzed during an Environmental Impact Statement (EIS) process.


**Metrorail Service and Inspection Yard (S&I Yard)** – Yard that includes multiple buildings for light and heavy-duty maintenance of rail cars and for storage of out-of-service rail cars. Includes multiple tracks for moving and storing rail cars and parking for employees.

**mitigation banking** – The restoration, creation, enhancement, and preservation of wetlands and/or other aquatic resources, for the purpose of providing compensatory mitigation in advance of authorized impacts to similar resources.

**mixed-use** – Combination of land uses, such as residential uses combined with office, retail, public, entertainment, or even manufacturing uses.

**monorail** – A transit mode consisting of automated transit vehicles that operate on or are suspended from a single rail, beam, or tube.

**monumentation** – A type of signage for a development or business.

**National Historic Landmark (NHL)** – A designation denoting a historic properties on the National Register that are of particular significance.

**National Register of Historic Places (NRHP)** – The official list of the nation’s cultural resources worthy of preservation.

**New Starts** – A category of federal funding for major transit “fixed guideway” capital investments.
No-Build Alternative – The existing transportation facilities with no transit improvements, used for comparison in the analysis of proposed transit improvements. For purposes of the Dulles Corridor Rapid Transit Project, the Baseline Alternative includes the No-Build Alternative.

Noise Abatement Criteria (NAC) – Noise levels established by FHWA for various activities. When predicted noise levels approach or exceeds the NAC level, mitigation must be considered.

non-revenue service hours – The time during which buses run between the storage facility and the beginning of the route and vice versa.

off-peak travel hour – An hour of a 24-hour day when traffic is less than the maximum observed for the same 24-hour period.

operating and maintenance (O&M) costs – Costs associated with operating and maintaining transit service, including vehicle operators, fuel, vehicle maintenance, and infrastructure (stations, tracks, right-of-way) maintenance.

order of magnitude cost – A general cost figure used for comparative purposes.

paratransit service – Demand-responsive service geared toward physically impaired passengers such as elderly and handicapped.

park-and-ride facility – A parking facility that is part of a transit facility; an access mode for patrons to drive private vehicles to a transit facility.

passive park – A park where the primary focus is low-impact, quiet recreation, including hiking, meditation, and nature study.

peak particle velocity (PPV) – Expressed in units of ips, PPV represents the maximum instantaneous vibration velocity observed during an event. Typically used to evaluate the potential for damage to buildings.

“peekaboo” sequence – Used to characterize the approach to Washington Dulles International Airport designed by airport architect Eero Saarinen. Designed to provide a variety of views at different points of the approach to create a sense of dramatic expectation.

people-mover system – Typically automated rail systems that use passenger vehicles operating singly or in multi-car trains. The guideway for this mode must be grade-separated.

personal rapid transit (PRT) – Typically envisioned as a fixed-guideway transit mode using small, low-capacity vehicles (one to four persons) designed to function like an automobile in an urban setting.

platform hours – The daily total of the time a vehicle is in operation. This total includes a vehicle’s revenue service hours and non-revenue service hours.

platoon – In reference to BRT vehicles, two-vehicle “bus trains” in which the two vehicles run in tandem, though not physically connected like rail cars.

pocket track – Track that is located between the main tracks and are used to store out-of-service trains and equipment.

portal – Entrance into a Metrorail tunnel segment.
Preliminary Information Form (PIF) – A form that can precede the completion of a National Register Nomination Form to determine whether a property or district warrants more detailed documentation for nomination.

The President’s Council on Environmental Quality (CEQ) – Established in the Executive Office as part of the National Environmental Policy Act of 1969 (NEPA), the council coordinates federal environmental efforts, policies, and initiatives, and ensures that federal agencies meet NEPA requirements.

proffer – A voluntary fee (or the provision of capital improvements in lieu of a fee) paid by a developer to a jurisdiction in return for a change in the zoning of an parcel of land. The proffer is intended to defray the cost to the jurisdiction of providing the services needed by new development proposed by the developer.

profile – The vertical alignment of a transit alignment, which typically shows the elevation of the alignment as it relates to the ground level.

Programmatic Agreement (PA) – A document that describes the terms and conditions agreed upon to resolve the potential adverse effects of a federal agency program, under Section 106 of the National Historic Preservation Act.

public-private partnership – An innovative procurement process for private organizations to partner with public agencies to design, build, finance, and possibly own transportation infrastructure established under Virginia’s 1995 Public-Private Transportation Act.

Record of Decision – The final step in the EIS process under NEPA. Documentation of the lead federal agency’s formal decision on the proposed action. This document constitutes federal approval for a project.

regolith – The layer of loose rock resting on bedrock, constituting the surface of most land.

Resource Protection Areas (RPAs) – Lands at or near the shoreline that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts that may result in significant degradation to the quality of state waters.

revenue service hours – The time during which buses pick up and transport passengers.

right-of-way – Land available for operation of transportation facilities (roadways or transit lines). The land is typically government-owned (local, state, or federal). A transportation facility may occupy all or a portion of the right-of-way. Rights-of-way can be grade-separated or at-grade.

root mean square (RMS) – The square root of the average of the squares of a set of numbers. To more accurately describe the human response to vibration, the root mean square (RMS) amplitude is used to assess impacts.

schist – A medium- to coarse-grained, foliated metamorphic rock composed of laminated, often flaky parallel layers. Compositional layering may or may not be present.

scoping – An early public discussion of the scope of issues related to a proposed federal action.

secondary containment systems – Best Management Practices designed to enhance water quality. Examples include stormwater management ponds and oil/water separators.
**shovel test pit** – A hole, typically round and one foot in diameter, excavated with a shovel through soil layers. Archaeologists use shovel test pits spaced at regular intervals to identify the presence of archaeological deposits or sites.

**slip ramp** – At-grade ramps that allow access to a barrier-restricted facility. For example, in the Dulles Corridor, there are several short, at-grade ramps that allow access between the Dulles Toll Road and the Dulles Airport Access Road.

**soft costs** – In a project budget, allowances for engineering and management, contingencies, project insurance, and agency costs.

**sound exposure level (SEL)** – An indicator of the cumulative exposure to noise from a single sound event. SEL normalizes the time period of the Leq to one second allowing for the direct comparison of events or passbys with different time durations.

**State Historic Preservation Officer (SHPO)** – A person designated and appointed by the state governor to administer the State Historic Preservation Program, and the office of professional staff supporting the program.

**stormwater management ponds** – A best management practice designed to enhance stormwater quality by slowing the velocity of runoff, thereby settling sediment and potential contaminants.

**tabular aquifer** – An aquifer that is more or less continuous, but hydraulic connection across confining units and between individual aquifers is poor.

**tail track** – Track (typically at end of line) used for storage of trains during operating hours. Sometimes used for reversing the direction of trains at the end of the line.

**tie-breaker stations** – Facilities that break the rail power line into sections, allowing power in one or more sections to be shut down for maintenance without affecting the power supply to the rest of the system.

**topography** – The surface features of a place or region.

**Traction power substations** – Facilities that convert alternating current power supplied by the power company into direct current power for the rail system.

**Traffic Analysis Zone (TAZ)** – The smallest geographically designated area for analysis of transportation activity.

**transit-oriented development (TOD)** – A land use designation intended to encourage the use of transit. Measures employed in areas with TOD designations include increased densities, clustered development, pedestrian amenities, parking restrictions, and urban design enhancements.

**transit-related employment center (TREC)** – The transit node designated near Route 606 by the Loudoun County Revised General Plan in which increased development is permitted based on the implementation of BRT or Metrorail. Because of its proximity to Dulles International Airport, the TREC does not permit residential development.

**transportation management agency (TMA)** – Nonprofit, public-private partnership that works to improve transportation mobility in a region.
transportation system management (TSM) – Low-cost, operationally oriented transit improvements. The TSM Alternative provides the baseline against which the cost-effectiveness of capital investments in the Build Alternatives can be evaluated.

vehicle passby – an event whereby a vehicle passes a reference point.

vehicle miles traveled (VMT) – on highways, the measurement of the total miles traveled by all vehicles in an area for a specified time period.

vibration decibel (VdB) – The RMS velocity is expressed in inches per second (ips) or vibration decibels (VdB). Vibration levels in VdB are referenced to 1 micro inch per second (mips).

Virginia Department of Rail and Public Transportation (DRPT) – The agency that supports rail and public transportation systems in the Commonwealth of Virginia through funding programs, advocacy and technical support.

Virginia Public-Private Transportation Act of 1995 – The legislative framework enabling the Commonwealth of Virginia, qualifying local governments and certain other political entities to enter into agreements authorizing private entities to acquire, construct, improve, maintain, and/or operate qualifying transportation facilities. The public entities may either solicit or accept unsolicited proposals from private sources.

Washington & Old Dominion (W&OD) Railroad Regional Park – A 45 mile-long, 100-foot wide recreational trail and parkland stretching from Arlington County to Loudoun County, Virginia.

Washington Metropolitan Area Transit Authority (WMATA) – The agency that plans, builds, operates, and maintains the Washington D.C. metropolitan region’s Metrorail and Metrobus transit systems.

welfare facility – Support facilities for operators of revenue vehicles. Typically includes one or more of the following: kitchen/lunchrooms, locker rooms, rest rooms, quiet rooms.

yard lead - Track that connects the mainline to the service and inspection yard.
**APPENDIX D: ACRONYMS**

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<td>ACHP</td>
<td>Advisory Council on Historic Preservation</td>
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<td>Americans with Disabilities Act of 1990</td>
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<td>ADAAG</td>
<td>Americans with Disabilities Act Accessibility Guidelines for Building and Facilities</td>
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<td>ADC</td>
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<td>ADT</td>
<td>Average Daily Traffic</td>
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<td>ANSI</td>
<td>American National Standards Institute</td>
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<td>APE</td>
<td>Area of Potential Effects</td>
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APPENDIX E: REFERENCES


APPENDIX F: AGENCY CORRESPONDENCE

Correspondence is organized by agency as follows, and chronologically.

**FEDERAL**

Advisory Council on Historic Preservation
Federal Emergency Management Agency (Region III)
United States Army Corps of Engineers
United States Department of the Interior, National Park Service
United States Department of Transportation, Federal Aviation Administration

**REGIONAL**

Metropolitan Washington Airports Authority

**STATE**

Virginia Department of Agriculture and Consumer Services, Division of Consumer Protection
Virginia Department of Conservation and Recreation (DCR)
Virginia Department of Transportation

**LOCAL**

Fairfax County Department of Transportation
Fairfax County Park Authority
City of Falls Church
Town of Herndon
Loudoun County
Northern Virginia Regional Park Authority
June 21, 2000

Mr. Dean Allamando
Draft Environmental Impact Statement F-2

Dulles Corridor Rapid Transit Project

Reference: Dulles Airport–Losantos County Virginia

Dear Mr. Robb:

This letter is in response to the invitation to attend the pre-bid meeting and public hearing for the Draft Environmental Impact Statement for the Dulles Corridor Rapid Transit Project. Our office has been advised that the pre-bid meeting is scheduled for July 4, 2000.

Please be advised that we are unable to attend the pre-bid meeting due to pressing business commitments. However, we have provided our comments and suggestions on the Draft Environmental Impact Statement which are attached for your review. We encourage you to consider our comments in your final version of the Draft Environmental Impact Statement.

Thank you for your understanding.

Sincerely,

[Signature]

[Name]

[Title]

Office of Planning and Review
the necessary plans and hydraulic data are submitted. FPM will then follow up with a physical map revision when as-built plans are submitted. The only way we can keep each community's floodplain maps up-to-date is by obtaining your cooperation in this effort.

In addition, Executive Order (E.O.) 11988 requires that Federal agencies avoid the direct and indirect support of floodplain development whenever there is a practicable alternative. The preferred method for satisfying this requirement is to avoid sites in the 100-year floodplain and, for those actions deemed critical, sites in the 500-year floodplain. If an action must be located in the floodplain, then the agency must avoid the long- and short-term adverse impacts associated with the occupancy and modifications of the floodplain and must minimize the potential harm to people and property and to natural and beneficial floodplain values. For example, flood easements, deed restrictions, elevation of residential structures, or buy-outs may be necessary to mitigate property owners adversely impacted by this project.

I have enclosed a copy of a booklet entitled "Floodplain Management Guidelines for Implementing E.O. 11988." Within this booklet, Part II - Decision Making Process outlines an eight step process designed to reflect the decision making process required under Section 2 (a)(1) of the Order. Section 2 states:

"In carrying out the activities described in section 1 of this order, each agency has a responsibility to evaluate the potential effects of any actions it may take in a floodplain to ensure that its planning programs and budget requests reflect consideration of flood hazards and floodplain management, and to prescribe procedures to implement the policies and requirements of this order."

In summary, the Federal Agency funding or constructing a project is responsible to ensure compliance with E.O. 11988. If the floodplain cannot be avoided, then the minimum requirements of the National Flood Insurance Program must be met.

If you have any questions concerning this letter, the map revision process, E.O. 11988 or any other floodplain management issue, please feel free to contact us 315-931-5563 or our technical hotline at (877) FPM MAP (676-2727). Additional information may be obtained by logging onto www.hbm.gov.icol2004.

Sincerely,

Erik R. Vohre
Regional Hydrologist

Enclosure: 1. Revisions to National Flood Insurance Program Maps
2. Floodplain Management Guidelines for Implementing E.O. 11988
Mr. Len Alfredson, WMATA Project Manager
Dulles Corridor Rapid Transit Project
1550 Wilson Boulevard, Suite 300
Arlington, Virginia 22209

Dear Mr. Alfredson:

I appreciate this opportunity to comment on the Dulles Corridor Rapid Transit Project.

I attended the public scoping meeting held on July 26, and I have reviewed the Scoping Information Packet.

Wolf Trap Farm Park for the Performing Arts is the only national park dedicated solely to the performing arts. The park’s primary performance venue, the Filene Center, is an amphitheater that normally operates from mid-May through mid-September. Because the park, our patrons, and our community may be affected by any of the project’s three “build” alternatives, we have keen interest in the project.

The project’s third build alternative includes a “to be determined” station at Wolf Trap Farm Park for the Performing Arts. Our partner, the Wolf Trap Foundation for the Performing Arts, currently contracts for Metro Bus service to and from the West Falls Church Metro Station for Filene Center patrons. There is no other mode of public mass transportation to the park. Therefore, a station that allows access to park facilities and programs would be a great convenience to our patrons.

However, a full-time, full-service station next to Wolf Trap Farm Park would be troubling. Not only is land availability an issue, we would have concerns about noise, traffic, and other potential conflicts with the park.

We are particularly concerned about any potential noise impacts. Public Law 97-310, establishes acceptable Dulles Corridor noise levels to protect the Filene Center from undue noise pollution. We are hopeful that potential noise impacts and appropriate mitigation will receive consideration in all alternatives.

Sincerely,

William J. Crockett
Director

cc: Mr. Charles A. Walters, Jr., Executive Vice President and CEO
Wolf Trap Foundation for the Performing Arts
1624 Trap Road
Vienna, Virginia 22182
APPENDIX F: AGENCY CORRESPONDENCE

Dulles Corridor Rapid Transit Project
1550 Wilson Boulevard, Suite 300
Arlington, VA 22209

April 12, 2002

Mr. John Ditmeyer
Dulles Corridor Rapid Transit Project
1550 Wilson Boulevard, Suite 300
Arlington, VA 22209

Dear Mr. Ditmeyer:

Thank you for sending the Federal Aviation Administration (FAA) the 95% Draft Environmental Impact Statement (DEIS) for the Dulles Corridor Rapid Transit Project. We have several comments for you to consider.

As you know from our meeting, held October 17, 2001, a rail yard site at Dulles International Airport is not a desirable use of airport land. Rail yard Site 15, one of three remaining alternatives, would be located on the airport. If it is determined through the EIS process that this site meets your operational needs and receives environmental approval, land will have to be acquired from the airport.

The land on which Site 15 is located is dedicated airport property. The Metropolitan Washington Airports Authority (the Authority) is required to seek FAA approval for the release of any property dedicated for airport purposes as identified on the Exhibit "A" Property Map for the airport. Also, under the Federal Revenue Diversion Policy, FAA will be required to publish the intent to release this property in the Federal Register for 30 days to solicit public comments. The Authority would be required to obtain the fair market value in compensation for the property.

We are also concerned with the comparison of environmental impacts for the three rail yard sites. Site 15 appears to have the greatest environmental impacts. In addition to the impacts quantified in the 95% DEIS, it appears that there would be additional impacts to resources. It appears that a swath would have to be cut through the forested wetlands and that additional fill, beyond the footprint of the pier footings, would have to be placed for construction access and perhaps track maintenance. We believe that these impacts should be quantified and presented in the DEIS.

The graphics provided should be consistent. The Draft General Plans for Facilities show environmental resources on some drawings yet they are omitted on others. For example, sheet 922, Metrorail Yard Site 7 shows wetlands, waters and floodplains in the area while sheet numbers 925 depicting the Metrorail Yard Site 15 and sheet 926 depicting Metrorail Yard Site 20 do not show these environmental resources.

If you have any questions about these comments, please contact Mr. Joe Delia at (703) 661-1355 in regard to the land issues or Mr. Frank Smigelski at (703) 661-1365 in regard to environmental issues.

Sincerely,

[Terry J. Page, Manager]
Washington Airports District Office
cc: Mr. Hackett, MWAA
Mr. Leonard Alfredson, P.E.
Dulles Corridor Rapid Transit Project
Page 2

Some ability to operate multiple routes on the rail line with different eastern termini is of interest. For example, interlacing trains going into and through the District of Columbia with trains that terminate in Tysons Corner or on the Virginia portion of the Orange Line may yield system benefits. This requires some turn-back such as would be provided in the Tysons "loop" concept.

We believe that the Route 606 station, on airport property offers the only politically acceptable location for a major commuter park-and-ride facility for the western portion of the rail alignment, and that such a facility is vital to the healthy operation and effectiveness of the Dulles Rail line. It is on this basis that the Authority has cooperated with the concept of such a station and the establishment of the Western Regional Park-and-Ride lot. There have been other competing visions that have surfaced for this station that threaten airport development and the efficacy of the rail system. The Authority is strongly opposed to these alternative proposals.

Any concept that fails to deliver a minimum of 6,000 to 7,000 automobile parking spaces in relative proximity to a Route 606 Station will fail to meet our mutual interests for a station at this location. We are amenable to working with the study team in Preliminary Engineering to optimize the station location so as to maximize the parking potential. To ensure that this facility is used for commuter parking for rail transit through the Corridor, and not for additional remote airport parking on the transit community's dollar, we recommend a ban on overnight parking. These overnight prohibitions are in place at many existing park-and-ride facilities.

Transit Maintenance and Storage Facilities

Regarding the concept of a significant on-airport development for transit maintenance and storage functions, that concept has been previously explored and proven problematic for a number of reasons. From an airport perspective, availability of land in the northern area of Dulles is constrained by a number of factors. First, FAA rules establish runway protection zones which include Object-Free Areas (OFAs) alongside and at the ends of runways, and Runway Safety Areas outside the OFAs, within which buildings are prohibited.

Second, the Dulles Land Use Plan, which is part of the FAA-approved Airport Layout Plan, reserves all available land north and east of the Terminal for uses that are essential to operation of the airport. The Land Use Plan also identifies runway protection zones for future runways.

Third, much of the undeveloped land on Dulles that is not subject to these restrictions contains wetlands. Because of these constraints, the Authority believes it is unlikely that a suitable site for the proposed BRT rail maintenance yard can be found on airport property in convenient proximity to the rail alignment.
A number of rail operational considerations also make airport locations undesirable. Expert opinion on these issues can be found from some of the other agencies and from the Major Investment Study (MIS) investigations.

Environment – Visual Impacts

The Dulles Terminal is eligible for listing on the National Register of Historic Places. The historic district associated with the Terminal includes nearly all of the developed portions of the airport property between the Terminal and the airport hotel. In addition, the extreme western portion of the Dulles Access Highway has certain provisions protecting viewsheds toward the terminal. However, the Authority does not see a conflict between the historic designation and the proposed project because the Access Highway median has been intended for rail transit use.

Terminal Area Facilities

Implementation of BRT at Dulles needs to be coordinated with the Authority to maintain vehicle and pedestrian traffic flow at the Dulles curb. Severing the curb in prime locations to provide a secured corridor between pre-ticketed passengers and the vehicles they are boarding will be impractical in the remainder of our operations.

The placement of the proposed Dulles Airport Metrorail station and tunnel will need to be coordinated with underground facilities planned for the airport. The most critical of these is a pedestrian tunnel connecting the terminal building and a parking garage planned for the north flank of the parking "bowl." This tunnel system is anticipated to be equipped with moving walkways. It is being designed to bridge open-cut construction for the rail station. The project, currently in advertisement for construction proposals, should be capable of allowing a three-track, two-platform station.

Consideration and provision for a future landslide people mover is also a requirement at the Dulles rail station. Members of your team have graciously assisted us in developing a concept similar to that being built at San Francisco International Airport where the regional rail and the airport's landslide people mover are vertically stacked together. This means the elevation of the airport's station will be lower than estimated in the MIS.

Regarding the construction of the rail station, we are very interested in any early information or opinion you can share regarding construction techniques and impacts anticipated for building the station immediately next to the terminal, and below this curb.

Other On-airport Facilities

The proposed rapid transit improvements need to be coordinated with the Authority's program to improve the airport road network. The road improvements could affect the routing of buses under the BRT alternative and the placement of Metrorail tunnel portals.

The EIS should compare the impacts of tunneling vs. cut-and-cover Metrorail construction methods on Dulles Airport traffic and operations.

The issue of alternative rail alignments adjacent to the rental car companies should be resolved early in the EIS process. We can discuss this with you at the next convenient technical meeting.

The Access Highway and Toll Road Corridor

Contrary to some statements made by others in the course of the scoping meetings, only some of the proposed median station locations in Fairfax County have been provided "bubbles" in the course of the design and construction of the eight-lane Dulles Toll Road. We believe that at least one, and perhaps two, stations will require reworking the Dulles Toll Road in order to accommodate the expected stations. If we are correct, the most complicated and expensive location to adjust will be at the proposed Herndon/Monroe Station.

The Access Highway will be widened to six lanes, probably within the decade. Preliminary Engineering for rail will need to consider the Access Highway in its six-lane configuration, not its present four-lane section.

We are interested in having the EIS state a vision for the portion of the median adjacent to Tysons Corner in which no rail is designated at this time. We believe it may be prudent to continue to protect for rail in the median between Route 123 and Route 7 for a future use beyond the proposed project.

Policy and criteria for noise and noise walls along the Dulles Corridor are unique. They have been established in various Dulles Connector and Toll Road projects over the years. The Authority will be pleased to assist you as you define impacts and mitigation actions.

The Dulles Airport property, including the Dulles Access Road and the Dulles Connector, is owned by the U.S. Government (Department of Transportation) and leased to the Metropolitan Washington Airports Authority. An assessment from the Authority or similar agreement will be required for the proposed project.
Mr. Leonard Alfordson, P.E.
Dulles Corridor Rapid Transit Project
Page 5

The Authority is considering your invitation to serve as a cooperating agency in the preparation of the EIS. Our senior management will make a decision on this matter during the next few weeks. In the interim, we have designated Dr. Charles Banmister of our Planning Department as the Authority's liaison with the Dulles Corridor Rapid Transit Project on the EIS. He can be reached at (703) 417-8168. Mr. Mike Hackett, also of Planning, will be our lead contact on Preliminary Engineering. His number is (703) 417-8164. Charlie and Mike will be each other's alternate on their respective assignments.

If you need additional information, please feel free to contact me at (703) 417-8160. We look forward to working with you on this worthy endeavor.

Sincerely,

William C. Lebegem
Manager, Planning Department

COMMONWEALTH of VIRGINIA
Department of Agriculture and Consumer Services
Office of Plant & Pest Services
Division of Consumer Protection
P.O. Box 1161, Richmond, Virginia 23219
Phone: 804-786-5515 • Fax: 804-786-3760 • Hearing Impaired: 800-328-6882
http://www.dafs.virginia.gov/plantpest.htm

January 19, 2001

Leonard E. Alfordson
Washington Metropolitan Area Transit Authority
1550 Wilson Blvd.
Suite 300
Arlington, VA 22209

RE: Dulles Corridor Rapid Transit Project

This letter is in response to your request concerning threatened or endangered plant or insect species in the vicinity of the proposed rapid transit project along Route 267 from the community of Pimmit Hills in Fairfax County to Ryan in Loudoun County, VA. To date, Virginia Department of Agriculture and Consumer Services records indicate that no threatened or endangered plant or insect species have been documented in the area indicated in communications you provided. We do not anticipate significant adverse impacts upon plant or insect species under our jurisdiction to result from this project. However, the absence of data does not necessarily mean that no listed species occur in the area, but that our files do not currently contain information to document their presence.

The Virginia Department of Agriculture and Consumer Services has jurisdiction only over plant and insect species listed as threatened or endangered. To better serve citizens and agencies of the Commonwealth, the Virginia Departments of Agriculture and Consumer Services and Conservation and Recreation have entered into an agreement for the review of projects within Virginia. Future requests for information concerning endangered and threatened plants and insects should be directed to the Natural Heritage Division of the Department of Conservation and Recreation for initial evaluation. Projects found to demonstrate potential impact on these species will be referred to the Department of Agriculture and Consumer Services for further review and possible mitigation. Additional information on unique geologic formations, rare or critical habitats, and rare and candidate species can be obtained from VDCR/NH. The Virginia Department of Game and Inland Fisheries has jurisdiction over similarly listed endangered and threatened animal species.

Sincerely,

Keith R. Tigner
Endangered Species Coordinator

Equal Opportunity Employer
Dear Mr. Alfredson:

The Department of Conservation and Recreation (DCR) has searched its Biological and Conservation Data System (BCDS) for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

Based on the review of the topographic and soil maps, the project area may contain diabase glade habitat. Several rare plants typically associated with prairie vegetation inhabit semi-open diabase glades in Virginia. Diabase glades are characterized by historically fire-dominated grassland vegetation on relatively nutrient-poor soils underlain by Triassic bedrock. Diabase flatrocks, a hard, dark-colored volcanic rock, is found primarily in northern Virginia counties and is located within the geologic formation known as the Triassic Basin. Where the bedrock is exposed, a distinctive community type of drought-intolerant plants occurs. Diabase flatrocks are extremely rare natural communities that are threatened by activities such as quarrying and road construction.

In Northern Virginia, diabase supports occurrences of several global and state rare plant species: earleaf foxglove (Agalinis auriculata, G2/S/2/NC/S), white heartsease (Aster ericoides, G4/S2/NF/NS), blue-beauty (Buckleya americana, G0/S/1/NF/NS), hairy beardtongue (Penstemon barbatus, G4/S2/NF/NS), dorye phlox (Phlox pilosa, G5/S/2/NF/NS), stiff goldenrod (Solidago longifolia var. repens, G0/S/1/NC/S), and marsh hensweet (Sorbaria scoparia, G3/S/1/NC/S). Please note that earleaf foxglove is currently tracked as a species of concern by the United States Fish and Wildlife Service (USFWS); however, this designation has no official legal status.

DCR understands that the majority of the proposed facility will be constructed in the median and the remainder is in the highly developed (rains Corridor Area. For this reason, DCR does not anticipate that this project will adversely impact diabase glade habitat and associated rare plants.

The wood turtle (Clemmys insculpta, G4/S2/NF/FL) has also been documented in the project vicinity. The wood turtle inhabits forested floodplains and nearby fields, wet meadows, and farmlands (Mitchell, 1994). As this species overwinters on the bitters of creeks and streams, a primary habitat requirement is the presence of water (Mitchell, 1994). Please note that the wood turtle is classified as threatened by the Virginia Department of Game and Inland Fisheries (VDGF). To minimize adverse impacts to the wood turtle’s aquatic habitat, DCR recommends the implementation of and strict adherence to erosion and sediment control measures during all phases of this project.

Any absence of data may indicate that the project area has not been surveyed, rather than confirms that the area lacks natural heritage resources. New and updated information is continually added to BCDS. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

From the information provided in the scoping packet, it is difficult to discern the "project authority" for this project, i.e., the Washington Metropolitan Area Transit Authority, or the Virginia Department of Rail and Public Transportation. Therefore, we assume that this project is being developed by a state agency. In the event that this is a multi-jurisdictional project it is being developed by multiple local governments and is not undertaken by a state agency, the applicant should contact DCR’s Division of Soil and Water Conservation (DSWC) for further information.

In general, however, for issues of soil and water conservation, all railroad construction projects involving a land-disrupting activity of over 10,000 square feet must prepare a project-specific Environmental Impact Statement that evaluates the project site. All approved plans are required prior to initiation of any land-disrupting activity at the project site. The applicant should consult with the Virginia Department of Transportation (VDDOT) for further information.

Similarly, all projects that involve a land clearing, soil movement, or construction activity of over one acre must prepare a project-specific Stormwater Management (SWM) plan for review and approval by DCR’s DSWC. An approved plan is required prior to initiation of any regulated and approved by DCR’s DSWC. An approved plan is required prior to initiation of any regulated activity at the project site. However, please note that if any other issues develop activities at the project site. Please note that if any other issues develop activities at the project site. The applicant may contact DSWC for assistance in determining whether a discharge point exists. Stormwater plans must be submitted directly to the DCR’s Stormwater Management (VDDOT) for review and approval. The Stormwater Management (VDDOT) SWM project will be undertaken. (Ref: VSDMA, §10-1-403.5 and §10-1-603.8.5; VDDMA §41VR-12-219-24(1))

Enclosed for your use in directing project-specific plans and technical and regulatory inquiries to the appropriate DCR’s Stormwater Officer is a copy of this guidance document, DCR’s DSWC Urban Program Guidance Information & Contacts.

For your records, the proposed project is anticipated to have any adverse impacts to existing natural heritage resources. A list of areas expected to be affected by the project is enclosed in the appendix.

Sincerely,

David G. Beebe, Director

An Agency of the Natural Resources Secretaries

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An Agency of the Natural Resources Secretaries
Definitioons of Abbreviations Used on Natural Heritage Resource Lists

of the Virginia Department of Conservation and Recreation

Literature Cited


APPENDIX F: AGENCY CORRESPONDENCE

Draft Environmental Impact Statement

Dulles Corridor Rapid Transit Project
**APPENDIX F: AGENCY CORRESPONDENCE**

### Draft Environmental Impact Statement

**Dulles Corridor Rapid Transit Project**

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### Shenandoah Watershed Office

- **Manager**: Charlie Wade
- **Tamara Kostler** (UPE)
- **John S. Minardi** (UPCE - James West)
- **Lynn A. Sayler** (UPE - James West)

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### Upper Tennessee & Big Sandy (UTBS) Watershed Office

**Manager - Neal Kilgore**

Phyllis A. Hirsch (UPCE)

252 W Main St., Suite 3

Abingdon, VA 24210

(540)676-5529

fax 676-5527

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### New River Watershed Office

**Manager - Charlotte Burnett**

Katie Hodges (UPCE)

VACANT (UPCE)

Post Office Box 1305

401 E. Main Street

Dublin, VA 24084

(540)643-2590

fax: 643-2597

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APPENDIX F: AGENCY CORRESPONDENCE

Roanoke Watershed Office
Manager - Tim Ost
Clarence F. Huff (UPCE)
411 Boyd Street
Chase City, VA 23924
(804)772-2192; 1192
fax: 772-4562

# of localities
Locality
County, City of Town
Watershed Office
1
Martindale
City
Roanoke
2
Roanoke
City
Roanoke
3
Salem
City
Roanoke
4
Sedgwick
City
Roanoke
5
Danville
City
Roanoke
6
Pittsylvania County
Roanoke
7
Henry County
Roanoke
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Rockbridge County
Roanoke
9
Mecklenburg County
Roanoke
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Lunenburg County
Roanoke
11
Franklin County
Roanoke
12
Brunswick County
Roanoke
13
Charlotte County
Roanoke
14
Hollins County
Roanoke
15
Bedford County
Roanoke
16
South Hill Town
Roanoke
17
Chase City
Roanoke
18
South Boston Town
Roanoke
19
Asia Vista Town
Roanoke

James S. Gilmore, III
Governor
Office of Natural Resources
http://www.main.virginia.gov/dcr/valor.html

Leonard Alfredson
Dulles Corridor Transit Project
1550 Wilson Blvd, Suite 300
Arlington, VA 22209

Re: Dulles Corridor Rapid Transit Project

Dear Mr. Alfredson:

The Department of Conservation and Recreation (DCR) has researched its Biological and Conservation Data System (BCD) for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

Based on a review of the topographic and soil maps, the project area may contain diabase glade habitat. Several rare plants typically associated with prairie vegetation inhabit semi-open diabase glades in Virginia. Diabase glades are characterized by historically fire-dominated grassland vegetation on relatively nutrient-rich soils underlain by Triassic bedrock. Diabase flatrock, a hard, dark-colored volcanic rock, is found primarily in northern Virginia counties and is located within the geologic formation known as the Triassic Basin. Where the bedrock is exposed, a distinctive community type of drought-tolerant plants occurs. Diabase flatrocks are extremely rare natural communities that are threatened by activities such as quarrying and road construction (Rawitsch, 1995).

In Northern Virginia, diabase supports occurrences of several global and state rare plant species: earleaf foxtail (Agalinis auriculata, G2/S1/S2F/NS), white heath aster (Aster ericoides, G5/S2F/NS), blue-hearts (Buchaea americana, G2/S1/S2F/NS), hairy headtongue (Penstemon heterophyllus, G4/S2F/NS), downy phlox (Phlox pilosa, G5/S2F/NS), stiff goldenrod (Solidago rigida var. rigidum, G5/S2F/NS), and marsh higdenette (Stachys pilosa var. arenicola, G5/S1/NS). Please note that earleaf foxtail is currently tracked as a species of concern by the United States Fish and Wildlife Service (USFWS), however this designation has no official legal status.

DCR understands that the majority of the proposed facility will be constructed in the median and the remainder is in the highly developed Tysons Corner area. For this reason, DCR does not...
anticipate that this project will adversely impact diabase glade habitat and associated rare plants.

The wood turtle (*Clemmys insculpta*, G4/S2/NF/LT) has also been documented in the project vicinity. The wood turtle inhabits forested floodplains and nearby fields, wet meadows, and farmlands (Mitchell, 1994). As this species overwinters on the bottoms of creeks and streams, a primary habitat requirement is the presence of water (Mitchell, 1994). Please note that the wood turtle is classified as threatened by the Virginia Department of Game and Inland Fisheries (VDGIF). To minimize adverse impacts to the wood turtle’s aquatic habitat, DCR recommends the implementation of and strict adherence to erosion and sediment control measures during all phases of this project.

Under the Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Department of Conservation and Recreation (DCR), DCR has the authority to report for VDACS on state-listed plant and insect species. The current activity will not affect any documented state-listed plants or insects.

Any absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources. New and updated information is continually added to BCD. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

Should you have any questions or concerns, feel free to contact me at 804-692-0984. Thank you for the opportunity to comment on this project.

Sincerely,

[Signature]

[Title]

[Agency]

Cc: Kim Marbain, USFWS
Ray Fenold, VDGIF

Literature Cited


June 15, 2001

Ms. Meg Cederoth
BRW
1129 Twentieth Street
Washington, DC 20036

Dear Ms. Cederoth:

In response to your telephone request, I am providing the following information on Land and Water Conservation Fund (L&WCF) projects in Loudoun and Fairfax Counties:

LOUDOUN COUNTY

None.

FAIRFAX COUNTY

Bucke Lake Park
Potomac River Bend Acquisition
Burling Trust Acquisition
Riverview Park
Lake Fairfax Park
South Run District Park
Bryant Farm Park
Edsall/Providencia Park
DNA site – Recreation Area
Braddock Park
Eleanor C. Lawrence Park

NOTE: If you determine your project will impact any park please contact this office. A park could have a name change or not be included on the list above.

If you have any questions, please call me at (804) 786-2093. Thank you.

Sincerely,

Jim Guyton
Environmental Program Planner

January 16, 2002

Mr. John Dittmeier
Washington Metropolitan Area Transit Authority
1550 Wilson Blvd., Suite 300
Arlington, VA 22209

Re: Dulles Corridor Rapid Transit Project

Dear Mr. Dittmeier:

The Department of Conservation and Recreation's Division of Natural Heritage (DCNR) has reviewed the Biological and Conservation Data System (BCDS) for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, several rare plants, which are typically associated with prairie vegetation and inhabit semi-open diabase glades in Virginia, may occur at this location if suitable habitat is present. Diabase glades are characterized by historically fire-dominated grassland vegetation on relatively nutrient-rich soils underlain by Triassic bedrock. Diabase flatrock, a hard, dark-colored volcanic rock, is found primarily in northern Virginia counties and is located within the geologic formation known as the Triassic Basin. Where the bedrock is exposed, a distinctive community type of drought-tolerant plants occurs. Diabase flatrocks are extremely rare natural communities that are threatened by activities such as quarrying and road construction (Rawinski, 1995).

In Northern Virginia, diabase supports occurrences of several global and state rare plant species: cat's-ear foxtail (Alopecurus aequalis), white heath aster (Aster ericoides), G/S2/NE/NS, blue-beauty (Bucknera americana), G/S3/S1/NE/NS, hairy beardtongue (Penstemon hirsutus), G/S2/NE/NS, downy phlox (Phlox pilosa), G/S1/NF/NS, stiff goldenrod (Olgmgenum rigidum var. rigidum), G/S2/NF/NS, and marsh hedgenettle (Stachys pilosa var. arenicola), G/S/1/NE/NS. Please note that earleaf foxtail is currently tracked as a...
species of concern by the United States Fish and Wildlife Service (USFWS); however this designation has no official legal status.

Due to the potential for this site to support populations of natural heritage resources, DCR recommends an inventory of suitable habitat in the study area. With the survey results we can more accurately evaluate potential impacts to natural heritage resources and offer specific protection recommendations for minimizing impacts to the documented resources.

DCR-Division of Natural Heritage biologists are qualified and available to conduct inventories for rare, threatened, and endangered species. Please contact J. Christopher Ludwig, Natural Heritage Inventory Manager, at (804) 340-6206 to discuss arrangements for field work. A list of other individuals who are qualified to conduct inventories may be obtained from the USFWS.

Any absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks other natural heritage resources. DCR's Biological and Conservation Data System is continuously revised. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

Should you have any questions or concerns, feel free to contact me at 804-692-4984. Thank you for the opportunity to comment on this project.

Sincerely,

[Signature]

Elizabeth Locklear
Locality Liaison

Literature Cited

APPENDIX F: AGENCY CORRESPONDENCE

COMMONWEALTH of VIRGINIA
DEPARTMENT OF TRANSPORTATION
CHARLES D. KOTTKE
COMMISSIONER
THOMAS F. FAHLEY
DISTRICT ADMINISTRATOR

Mr. Leonard Alfredson, PE
Washington Metropolitan Area Transit Authority Project Manager
Dulles Corridor Rapid Transit Project
1250 Wilson Blvd., Suite 300
Arlington, Virginia 22209

August 4, 2000

Subject: Dulles Corridor Rapid Transit Project – PE/NEPA Agency Scoping Comments

Dear Mr. Alfredson,

As the Federal Transit Administration (FTA), Virginia Department of Rail and Public Transportation (VDRPT) and Washington Metropolitan Area Transit Authority (WMATA) are preparing an Environmental Impact Statement (EIS) for the multi-phased Dulles Corridor Rapid Transit Project (DCRTP), Virginia Department of Transportation (VDOT) looks forward to a very successful and well-coordinated effort on this very exciting project. We acknowledge and fully support the Governor’s and the Secretary of Transportation’s identification of this project as one of the high priority projects for the region.

Per your request, VDOT offers the following input and comments, and requests your incorporation of these issues in the scope of work for the EIS:

1. The DCRTP should include the following roadway improvement projects currently programmed by VDOT:
   - Widening of Route 7 to 6 lanes, from:
     - Rolling Holly Drive to Reston Parkway. Tentative location public hearing is scheduled for Summer of 2001 and construction advertisement for Summer 2002.
     - Reston Parkway to Dulles Toll Road (DTR) (including the interchange at Route 7 & DTR), currently planned to coincide with the schedule above; however, this segment is only funded through the preliminary engineering phase at this time.
   - Reconstruction of the DTR interchange at Hunter Mill Road, which will also consider auxiliary improvements to Hunter Mill Road and Sunset Hills Road necessary to increase operational efficiency of the interchange. A location public hearing is currently scheduled for Spring of 2001 for Phase I, which will result in identification of construction improvements for the mid and long terms.

2. Realignment of Hunter Mill Road from Hunter Station Station to Sunrise Valley Drive (or a preferred right of way) is currently scheduled for a location public hearing in the Winter of 2002, with construction advertised for Summer of 2003.

3. Construction advertisement of additional toll collection capacity on the southbound DTR ramp at Spring Hill Road is scheduled for Spring 2001.

4. Implementation of an open toll plaza configuration for the two adjacent "Smart Tag only" lanes at the DTR’s Main Toll Plaza (both directions) is scheduled for Fall of 2000.

5. Widening of Route 123 to 6 lanes from I-495 to DTR is currently in the final design phase with construction advertisement scheduled for December 2000. This project is managed by Fairfax County under an agreement with VDOT.

   - The Fairfax County Department of Public Works and Environmental Services is currently developing design plans for replacement and additional bus-only slip ramps between the DTR and Dulles Access Road (DAAAR). The DCRTP should also include these improvements.

   - According to the Fairfax County Comprehensive Plan and the current 1999 regionally adopted Consolidated Long Range Plan (CLRP) (interchanges not specifically identified) the following improvements are planned by 2010. These planned improvements must be considered and evaluated during this phase of DCRTP:

     1. Widening Route 7 to 8 lanes from DTR to I-495
     2. Widening Route 7 from the Fairfax Co. Parkway to DTR (this will necessitate reconstruction of the DTR Interchange)
     3. Widening Route 123 to 8 lanes from Route 7 to I-495
     4. Widening Route 123 to 6 lanes from I-495 to Great Falls Road (segment between I-495 and DTR is funded and currently underway, see #2 above)

   5. Interchanges:
      - Route 123 & International Drive
      - Route 7 & International Drive
      - Route 7 & Westpark Drive
      - Interchange modification at Route 123 & Route 7

   6. Widening DAAAR to 6 lanes

   7. Capital Beltway study (may result in I-495 realignment of its interchange with DTR and of Routes 7 & 123) currently underway

Currently under review, the year 2000 CLRP is anticipated to be adopted by Fall of this year. Upon adoption of the Plan, the year 2000 inputs should be used for the PE/NEPA process for the DCRTP.

As agreed upon at the July 11, 2000 pre-scoping meeting, the PE/NEPA process for the Dulles Corridor Rapid Transit Project will develop concept and design plans at 10% for these projects. The design of the highway improvements will be carried to the same level of detail as the rail project at this stage, so that potential conflicts among all the transportation elements will be avoided. To that end, we recommend that WMATA initiate working technical meetings with VDOT and PDOT during the
NEPA/PE phase to address technical issues, and particularly, the co-location of the rail alignment with future roadway improvements in Tysons Corner.

- For the July 17th pre-scoping meeting discussions, the PE/NEPA process will continue the effort to define system requirements for the proposed technology concepts (as described in the adopted "Dulles Corridor Rapid Transit Project Technology Implementation Plan"). It is critical to further define technology tasks in various phases and to assimilate the outcomes into the project design. The refinement of the technology could be undertaken by the existing Technology Task Group and/or an ITS design consultant.

- Presently, VDOT and Fairfax County Staffs have been closely working with elected officials and citizen representatives from the Tysons and Reston Communities per House Joint Resolution 276 (House Document No. 28 - Tysons Corner Interim Transportation Improvements), General Assembly of Virginia, 1999; and Senate Joint Resolution 118/ House Joint Resolution 425 (Senate Document No. 87 - Transportation Improvements for the Reston Area), General Assembly of Virginia, 2000. The Town of Herndon has recently initiated consultant procurement to complete concept design, traffic analysis and engineering feasibility for the provision of pedestrian and vehicular access from Herndon to the planned BRT and rail station at the Herndon/Monroe Park & Ride Facility. We recommend that pedestrian circulation, as well as other recommendations identified as part of these efforts, be incorporated into the PE/NEPA process at this early stage.

- The 2020 Plan, adopted by the Northern Virginia Transportation Coordinating Council, provides the overall vision guiding transportation improvements over the next 20 years. The Plan will serve as a useful resource for the Dulles Corridor Rapid Transit Project during the PE/NEPA phase.

Finally, we recommend that the technical staff currently working on parallel tracks on several subjects work together to facilitate a balanced multi-modal transportation system. These subject areas are: Land Use Density, Travel Forecast, Highway Design, Rail Stations/Alignment, and Pedestrian Circulation. This is the appropriate time for the technical staff currently working on these separate areas to share and test ideas in a coordinated manner.

Thank you for providing this opportunity for VDOT to comment on this very important project. As in the past, my staff and I will be available to provide technical assistance or to help clarify any issues.

Sincerely,

[Signature]

Thomas E. Farley

cc: Mr. Arthur Bowen - Deputy Secretary of Transportation
    Mr. Kenneth Klinge - Chairman of Dulles Corridor Task Force, CTB Member
    Mr. Leo Bevon - Virginia Department of Rail & Public Transportation
Mr. Leonard Alfredson
Page Two

Provide interchanges as: Route 7/Route 123 (improved) I-495/Route 123 (improved) Route 7/Westpark Route 123/International Drive Route 7/International Drive

4. In addition to these planned road improvements, there are pedestrian facilities recommended in the Comprehensive Plan both in the Tysons Corner Urban Center and the Reston/Hersndon Suburban Center plan text. Also, the Board of Supervisors has directed that on-pavement bike facilities be considered where appropriate.

5. We are requesting that WMATA work with VDOT and Fairfax County to develop conceptual designs (to about 15% design stage) for the interchanges cited above in conjunction with the preliminary engineering for the DCRTF in order to preclude their future construction.

6. Some conceptual design work may also be necessary for relocation of aerial alignments in Tysons Corner. Available roadway plans are not at the level of detail implied in Section 5.25.1.

Right-of-Way
7. In several locations, existing service drives are not located within VDOT right-of-way. It should be noted that additional right-of-way may be required for the proposed transit project and/or future road widening projects.

Modeling/Forecasting
8. Task 5.23 indicates that WMATA has engaged MWCOC to conduct transportation models and reference "Scoping Clarifications." These are not evident and the meaning and effect of this reference are not clear.

9. In addition, it is stressed that the development of travel forecasts at the scale implied by the scope will require the preparation of detailed land use forecasts and the execution of complex travel forecasting models. Significant time is normally required to perform these activities. A more detailed schedule which sets forth the time requirements for preparing this data and executing these models should be distributed to local staff who may be involved in the preparation of the input for these activities.

Mr. Leonard Alfredson
Page Three

10. Task 5 appears to be scheduled for completion by January 10, 2001. It is presumed that the Technical Memorandum (Task 5.24) describing the methodology and findings of this analysis will be available by that date. It is critical that this information be available in order to fully evaluate the analysis.

11. An explanation should be provided as to how the one-way stations in the T-2 alignment will be modeled versus how two-way stations are modeled.

12. For the BRT/Zero rail alternative, a comparison of travel time should be provided between Reston/Hersndon and the urban core for: a) BRT with a transfer at Tysons-West and b) BRT with a transfer at the West Falls Church - VT/UVa Metrorail Station.

13. At the Pre-Scoping meeting, WMATA staff indicated that the 1988 Development-Related Transit Ridership Survey will be used for preparing estimates of the actual development-related travel which will be captured by transit. The Department of Transportation possesses surveys from 1987 and 1989. Only a small percentage of the office and residential sites surveyed in those two reports were located outside the Beltway; therefore, it is suggested that caution be used in applying this data to the Dulles Corridor Rapid Transit Project EIS analysis.

Alignments
14. The following variations in the alignments proposed for study may warrant additional analysis at this stage of the project:
   - Provision of a more direct connection to the Orange Line to and from the western boundary.
   - Variation of T-1 alignment that is serial with a fourth station at Pico 7 Plaza.

15. Alignment T2 requires passengers to transfer in one direction. Ways to minimize the travel time impacts associated with the T2 alignment should be considered.

Related Studies
16. In addition to the related studies listed, the following should be added:
   - BRT 276 - Tysons Area Transportation Projects
   - Seante Document 35 - Transportation Improvements for the Reston Area

Editorial Notes
Page 9: BC1 (EB Travel Lane of Connector Road) should be considered an "as built" condition as it will be constructed in 2000.
August 19, 2000

Dulles Corridor Rapid Transit Project
1550 Wilson Boulevard, Suite 300
Arlington, Virginia 22209

To: Dulles Corridor Rapid Transit Project – Comments on NEPA EIS Scoping Process

Re: Whom It May Concern:

Representatives from the Fairfax County Park Authority (FCPA) attended several of the scoping meetings and we offer the following comments for inclusion in the NEPA EIS project evaluation process:

1. **Build Alternatives**: Construction of an alternative mass transit system will reduce the long term transportation and environmental impacts to Park Authority Parks and Resources. Therefore, Build Alternative #3 (Construction of Metro Rail for the full length of the Dulles Corridor, between the Orange Line and Route 772) would be the desired alternative with respect to enhancing public accessibility to parkland and long term protection of Park resources.

2. **Parks and Recreation Planning Strategies** – The Park Authority would like to be included in a planning process which could incorporate open space, and recreational planning initiatives into design of the proposed build alternative. During the Loudoun County scoping meeting, a citizen made the suggestion that commercial ventures be designed and included within the railroad stations. This could possibly include small convenience stores, dry cleaners, snack shops or restaurants. We thought this was an excellent idea and would like to expand on this idea by including incorporation of park and recreational facilities. This could include at a minimum green space, landscaping features, open space design with fountains or elements creating a sense of place. Minor recreational facilities such as checkerboard tables, picnic tables, etc. should definitely be investigated. In addition, it is recommended that formal recreational facilities be incorporated into the design. This could include multiuse courts; walkway connections to planned park trails, cultural/historical interpretative stations, etc.

3. **Environmental Concerns**: The FCPA has a number of environmental concerns relating to construction of the future rail lines, stations, and ancillary facilities. The actual construction of these systems may result in significant environmental impacts downstream and in Park property located in the immediate vicinity of the railway. The following are specific concerns:

YHC&W

Co: Anthony H. Griffin, County Executive
    Robert Stalter, Deputy County Executive
    Leo Novak, VDRPT
    James Zook, DPZ

Sincerely,

Young Ho Chang, P.E.
Director
APPENDIX F: AGENCY CORRESPONDENCE

Dulles Corridor Rapid Rail Transit Project
Comments on NEPA EIS Scoping Process
Fairfax County Park Authority
August 10, 2009
Page 3

connectivity. Planned connections as shown on the Fairfax County Comprehensive Plan are in the following locations:

- The Scotts Run Crossing with Route 123
- The Wolftrap Run Crossing with Route 267
- The Difficult Run Crossing with Route 267

In addition to those shown on the Comprehensive Plan, potential crossings are located as follows:

- Courthouse Spring Branch with Route 267
- Sugarland Run with Route 267

A pedestrian crossing plan will need to be developed and reviewed by the Fairfax County Park Authority as part of the EIR process.

If you have any questions regarding these comments, do not hesitate to contact me at (703)324-9775 or by e-mail at Karen.Lambert@co.fairfax.va.us.

Sincerely,

Karen H. Lambert
Planner III
August 9, 2000

Mr. Les Allentown, P.E., Project Manager
Dallas Corridor Transit Project
1510 Wilson Boulevard
Suite 300
Arlington, Virginia 22209

Dear Mr. Allentown:

The City of Falls Church appreciates the opportunity to review and comment on the Dallas Corridor Rapid Transit Project and its scope of work for the environmental impact study under the PE/NEPA process. The City Council and I support the continued evaluation and refinement of alternatives to provide proposed transit improvements in the Dallas Corridor, Tyson’s Corner and Falls Church areas, which would serve as the environmental terms of the new proposed transit corridor. We also appreciate your taking time from your busy schedule to brief us on the project at the Council Work Session on July 11th.

We believe the project will have a significant impact on the City requiring environmental analyses that would include -- secondary and cumulative effects, transportation and traffic land use, zoning and economic development; land acquisition, displacements and relocation of existing users; neighborhoods and communities. Other key PE/NEPA objectives include financial analyses of funding sources for project capital, operating and maintenance costs and economic analysis of possible alternative alignments.

On behalf of the City Council I report that the Federal Transit Administration (FTA), Virginia Department of Rail and Public Transportation (DRPT) and the Washington Metropolitan Area Transit Authority (WMATA) carefully review and consider our comments and initiate appropriate action and analyses to address these issues. Allow me to provide some important contextual information.

Background:

- The City is not planning any future widening of US 29 or VA Route 7 within the City and will work to maintain the character of those roadways. US 29 currently carries 31,000 vehicles per day and VA Route 7 20,000 vehicles per day through the City.

- The City’s Adopted Comprehensive Plan and Streetcape Plan do not recommend any future street widening in the City, and as a result the existing streets will have to accommodate any increased vehicular traffic.

- The City School Board is major landowners in the vicinity of the West Falls Church Metrorail Station, as they own the Washington, University of Virginia Graduate Center (City leased land to university) and George Mason Middle/High School properties. The City is also encouraging the redevelopment of a large area of land (Cordova Road Triangle area) within two blocks of the West Falls Church Metrorail Station.

- Establishing BRT at the West Falls Church Station and full rail service at the East Falls Church Station improves the need for transportation/travel management and impact study for the City to evaluate potential impacts and develop appropriate mitigation measures. This print is made more clear by the projection of 48 trains during the peak hour can be accommodated at the West Falls Church station during the BRT phase of the project. A traffic impact study for the West Falls Church area needs to be an integral part of the analysis for this project.

- Establishing BRT at the West Falls Church station, and full rail at the East Falls Church station without taking into consideration the traffic impacts along the Route 7 corridor from Falls Church to Tyson’s Corner is shortsighted. The project must consider the impact of the BRT through this corridor as well as any projected changes in traffic volumes that may occur as a result of project providing access to Dulles from the Falls Church and Tyson’s Corner areas. In addition, the study must consider relieving US 50 of its prohibition against truck traffic as a way to relieve VA Route 7 of this traffic moving through the City of Falls Church.

- What alternatives are available to mitigate traffic bottlenecks in the City due to increased vehicle trips on secondary roads of traffic through and to and from the East Falls Church and West Falls Church stations at transit rider stop increased? Without this information WMATA is doing a disservice to this process and in particular, to those commuters who use Route 7 from Bailey Crossroads to Tyson’s Corner. It is not logical to conclude the majority of riders to Dulles will be riders who are already on the system.

- What measures will be taken to protect City residential neighborhoods from increased commuter traffic? WMATA should consider alternative that rely on off-street parking facilities and shuttles to the East and West Falls Church stations that would relieve city streets from the large portion of this traffic leaving it to shuttles. The City would like to play a part, if not a partner, in this analysis and ultimately discussion of potential solutions and routes.

Transit Improvements:

- WMATA should consider utilizing both the West Falls Church and East Falls Church stations for the BRT. By utilizing the East Falls Church station the project avoids the time, analysis and money in the station which will ultimately support the full rail service thereby dispersing some of the traffic and transportation impacts along Route 7 and on local roadways around the West Falls Church station. This would obviously entail close coordination with Arlington County.

- Analyze all currently proposed and alternative mass transit improvement options (i.e. impact, benefits, physical constraints), including light rail alternatives as proposed in the 1999 Northern Virginia 2030 Transportation Plan. The project should also consider such things as corridor analysis along the light rail, from Bailey Crossroads through Falls Church, to the station, or the station, or the station, which will then provide service from service to Dulles. These lines might be light rail, bus, or electric bus.

- Additional analyses are needed to evaluate alternatives for increased parking at or near the West and East Falls Church Metrorail Stations. WMATA representatives have advised the City that a study is planned for the West Falls Church Metrorail Station, but a study is also needed for the East Falls Church Metrorail Station.

Financing Strategies:

- Explore public/private partnerships for alternative funding of transit improvements as opposed to seeking local subsidies.

- Take steps to ensure that project costs that project limited benefits to one jurisdiction only, do not become financial obligations of another jurisdiction.
APPENDIX F: AGENCY CORRESPONDENCE

Dulles Corridor Transit Project
August 8, 2000

Leonard Alfredson, Project Manager - WMATA
Dulles Corridor Rapid Transit Project
1250 Wilson Boulevard, Suite 300
Arlington, VA 22209

Subject: Town of Herndon comments for the scoping deadline August 10, 2000

Dear Mr. Alfredson,

We appreciate the opportunity to participate in the Preliminary Engineering-National Environmental Policy Act process for the Dulles Corridor Rapid Transit Project. I offer the following comments on behalf of the Town of Herndon.

The Town of Herndon participated in the Dulles Corridor Transportation Study and continues to participate in the Dulles Corridor Task Force. We support the findings of the original Major Investment Study, namely the extension of a Metro-like rail system in the Dulles Corridor. We also support the MIS Supplement addressing Bus Rapid Transit as part of a phased transition to rail transit. The Town supports the Herndon-Monroe and CIT-Herndon (Route 28) station locations as well as the other stations confirmed in the MIS Supplement. We assert that the Route 28 stations would be essential if, for any reason, the system were to develop without the Loudoun County stations. The Town does not support options where Dulles Airport is the system terminus and Herndon-Monroe is the de facto system terminus in terms of Park and Ride and vehicular access facilities.

The Town advocates the provision of enhanced northside access to the Herndon-Monroe Station (BRT and Rail), except under scenarios where the transit system terminates at Dulles Airport and there is no CIT-Herndon (Route 28) station. Good access to all four of the Reston-Herndon stations from both sides of the Toll Road will enhance pedestrian/bicycle use and help distribute and mitigate local traffic impacts in the corridor.

We advocate that a pedestrian entrance be provided at the Herndon-Monroe Station into the Town of Herndon, along with enhanced pedestrian and vehicular access facilities connecting Herndon Parkway and Van Buren Street to the station. Given that all of the northside properties bordering the Dulles Toll Road at the station location are fully developed, we request that the Rapid Transit Project undertake the capital improvements to retrofit access facilities into these properties. This may include the
construction of access ramps and structured parking to accommodate the relocation of a modest quantity of existing surface parking. The Town does not support the development of parking facilities to accommodate automobiles on the north side of the Herndon-Monroe Station.

As noted in the Scoping Information Packet, The Town has initiated the Herndon-Monroe Station Northside Access Study. This is a collaborative concept design and feasibility effort that we intend to conclude early in 2001. This effort will de&ve and evaluate various means of providing enhanced pedestrian, bicycle, automobile and bus access to the station from areas to the north of the Toll Road. This study is expected to result in a decision by the Herndon Town Council on a preferred access alternative and concept design. A formal request for construction of these facilities will be submitted during the "Selection of Viable Alternatives" stage of the FENNEPA process.

Office development within the Town has outpaced recent rounds of the MWCOG cooperative land use forecast as well as exceeding the projections included in the Major Investment Study. If current data on existing and pipeline development within the Town are needed for this study, please contact Mr. Dana Heilberg, our Transportation Program Manager.

Thank you for considering these comments.

Sincerely,

Henry G. Bibber
Director of Community Development

Cc: John E. Moore, Town Manager
Young Ho Chang, Director, Fairfax County Department of Transportation
Albert R. Colan, Director of Public Works
Dana E. Heilberg, Transportation Program Manager

TOWN OF HERNDON
P.O. Box 427
HERNDON, VIRGINIA 20172-0427
(703) 787-7368
April 2, 2002

John E. Moore
Town Manager

Mr. Jaka Dittmeier, P.E.
Acting Project Manager
Washington Metropolitan Area Transit Authority (WMATA)
Dulles Corridor Rapid Transit Project
1500 Wilson Blvd., Suite 300
Arlington, VA 22209

RE: Town of Herndon Review of the Dulles Corridor Rapid Transit Project (DCRTP), 95% Draft - Environmental Impact Study

Dear Mr. Dittmeier:

Thank you for the opportunity to review the 95% Draft - Environmental Impact Study for the Dulles Corridor Rapid Transit Project (DCRTP). The Town staff and I are impressed with the comprehensiveness of the EIS evaluation and the many environmental and socioeconomic aspects associated with implementing this project.

I would like to take this opportunity to thank Mr. Neil Netl and Dr. Ramesh De for meeting with our Community Development staff on February 26, 2002 to address specific concerns with the Draft EIS and to discuss a few of the transit and pedestrian access design elements of the future Herndon-Monroe Station. Town staff has completed its review of the eleven technical EIS reports and determined that there are two issues that should be clarified, both of which were discussed during the meeting and are further described below.

1. The "Traffic Analysis and Station Access EIS Technical Report" states: On the north side of the Dulles Toll Road, it is assumed that the Town of Herndon is providing a small Park & Ride and bus transfer facility that will be constructed in the current private parking lot. However, the Town's position is to convey that there are no current plans to fulfill this assumption.

2. The "Land Use EIS Technical Report" delineates a Station-Access Study Area whereby it does not accurately reflect the Town's recently approved land-use changes. Specifically, Town Council approved a major development project (Quadrangle - Fairpark Business Park) which, when completed, will have three buildings totaling 225,600 sq. ft. of floor area. This development will be located within 1,500 feet of the Herndon-Monroe station platform (Tax Map: 16-4-010-3D) Consequently, the additional density and its effects on traffic modeling and traffic impact should be considered during final EIS preparation. As discussed during the meeting, redevelopment in the Station-Access Study Area is expected to change dramatically within the next twenty-five to fifty years. Indeed, office development within the Town has outpaced recent rounds of the MWCOG cooperative land use forecasts.

777 Lynn Street, Herndon, Virginia 20170-4602 FAX (703) 787-7356
www.townofherndon.va.us
With regard to our discussions concerning Alternative #4 for Herndon's north side access, we have been advocating that enhanced transit, pedestrian and vehicular access on the north side should be a part of the station development from the beginning. Such access would emphasize a modal-transfer point for persons arriving by bus, car-pool, van-pool, automobile and bicycle.

Although it was disappointing to learn that a transfer facility would not be included in the initial plans, it was nevertheless refreshing to hear positive feedback regarding the potential for a bus-drop off facility, similar to the plans developed for the north access at the Reston Parkway Station. Such an arrangement for a bus-drop off facility along Herndon Parkway will provide a safe, efficient and convenient transit drop-off point for pedestrians wishing to access the station.

The Town Council fully supports the effort to bring bus and rail transit to the Dulles Corridor. Consequently, the Town of Herndon looks forward to the opportunity of constructing a transfer facility in the context of a future public-private redevelopment venture adjacent to the station. Effective north side access to the station will have beneficial impacts on Town property values and the quality of life of residents and person working in the Town, over the long term, especially if appropriate transit oriented redevelopment of the transit station area is implemented during the coming years. With WMATA's expertise the Town will be developing plans to encourage such a TOD redevelopment scenario.

The Town wishes the Washington Metropolitan Area Transit Association success in its endeavors in submitting the DCRTP - Draft EIS Technical Reports to the Federal Transit Authority during April 2002. I would be happy to respond to any questions you may have concerning the Town's position on these or other matters related to the development of the Dulles Corridor Rapid Transit Project.

Sincerely,

[Signature]
John E. Moore
Town Manager

Attachment: Herndon-Monroe Station Northside Access Study, Final Report

cc: Neil Noz, Washington Metropolitan Area Transit Authority (WMATA)
Karl Rohrer, Virginia Department of Rail and Public Transportation (VDRPT)
Carol A. Bruce, Town of Herndon, Mayor
Albert R. Colan, Town of Herndon, Public Works Director
Henry G. Bibber, Town of Herndon, Community Development Director
Mark Doorman, Town of Herndon, Transportation Planner
Micki O'Hare, Town of Herndon, Comprehensive Planner

August 31, 2000

Mr. Leonard Alderson
Project Manager
Dulles Corridor Rapid Transit Project
1850 Wilson Boulevard, Suite 300
Arlington, VA 22209

Dear Mr. Alderson:

Loudoun County appreciates the opportunity to present its comments on the Scoping Process for the Dulles Corridor Rapid Transit Project. We also thank you for the project presentation to the Board of Supervisors Transportation Committee on July 10, 2000 and the Public Scoping Meeting held at the Ashburn Elementary School on July 27, 2000. The comments received at the Public Scoping Meeting should be carefully considered before the final scope-of-work for the project is prepared.

Loudoun County requests that the following comments and also be considered in preparing the final scope-of-work.

1. The location, design and costs for vehicle maintenance and storage facilities in Loudoun (BRT and Rapid Rail) need to be completed early in the study to facilitate land acquisition.

2. The Comprehensive Financial Plan for capital and operating costs will need to include significant federal and state elements so that the local jurisdictions are not faced with unreasonable cost burdens.

3. Loudoun County needs to be connected with key areas in the Fairfax County section of the Dulles Corridor such as Herndon, Reston and Tysons Corner by transit service. We will work with the project team and Fairfax County to implement this service.

4. The early implementation of reverse commute transit service to Loudoun County is needed for rapidly growing businesses in Loudoun County.

5. The extent and time frame for Bus Rapid Transit (BRT) service will need to be determined. Currently BRT is being considered for a 2003-2009 time frame, with rapid rail reaching Loudoun County in 2010.
August 10, 2000

Len Alfredson
WMATA Project Manager
Dulles Corridor Rapid Transit Project
1530 Wilson Boulevard, Suite 300
Arlington, VA 22209

RE: PE/NEPA Scoping for Dulles Corridor Rapid Transit Project

Dear Mr. Alfredson:

We attended the pre-scoping session for the project and offer the following comments for consideration.

As you know, the Northern Virginia Regional Park Authority owns and operates the W&OD Trail and Regional Park. The 45-mile long park runs from Arlington County to Purcellville and is improved with multi-use trails within the former W&OD Railroad right-of-way. The W&OD provides an important recreational amenity for the region and a non-motorized transportation corridor that roughly parallels the Toll Road except where it crosses the Toll Road in Reston. Therefore, the Park Authority recommends that planners address connectivity from the proposed passenger stations to the W&OD for pedestrians and bicyclists.

The W&OD is a Section 6(f) protected property under the Land & Water Conservation Fund Act. In the early 1960's the federal government acquired an easement across the W&OD in Reston for the Dulles Toll Road overpass. Rail uses do not appear to be included in the easement. In the event the proposed rail line is established within the Toll Road, it may be necessary for the project sponsor to acquire additional easement rights from the Park Authority. Granting these rights may constitute a “conversion of use” under Section 6(f). A conversion of use would also be required if additional right-of-way is required within the W&OD.

The Park Authority also owns and operates Meadowlark Gardens Regional Park on Brambleton Road near the Towns of Vienna and Brambleton Regional Park near Beaverston Reservoir in Loudoun County. Also, the Park authority is the state appointed administrator assisting the Goose Creek Scenic River Advisory Board to oversee activities along Goose Creek. Although it does not appear that the project will impact these resources, the Park Authority may have concerns if the proposed rail line is relocated outside the existing Toll Road right-of-way.

Sincerely,

Sanjeev Malhotra, P.E., AICP
Chief of Transportation

cc: Kirby Bowers, County Administrator
Terror Laycock, County Administration
Memory Porter, County Administration
Julie Pastor, Department of Planning
Art Smith, Department of Planning
Thank you for the opportunity to comment. Please keep us informed as the study continues and contact me at (703) 359-4628 or dphilhaut@knysa.org if you have any questions or concerns. We will be happy to meet with you as the planning process advances.

Sincerely,

Daniel Philhaut
Land Administration and Planning Specialist
List of Technical Reports
APPENDIX G: LIST OF TECHNICAL REPORTS

The following technical reports were prepared as part of the Draft EIS for the Dulles Corridor Rapid Transit Project. They form the basis for much of the analysis presented and are referenced throughout the text of this document. These documents are available for review at the project office and in the public information centers. Please contact the project INFO line for more information at 1-888-566-7245. A listing of the public information centers is available on the project website at www.dullestransit.com

Air Quality Technical Report
Cultural Resources Technical Report
Economics and Secondary Impacts Technical Report
Hazardous Contamination Materials Technical Report
Land Use and Socioeconomics Technical Report
Natural Resources Technical Report
Noise and Vibration Technical Report
Traffic Analysis and Station Access Study
Transit Operations and Maintenance Plan
Travel Demand Forecasting Methodology and Results
Visual and Aesthetic Assessment Technical Report
Draft Programmatic Agreement H

THIS AGREEMENT is made as of this __ day of __________, 2002, to implement the National Historic Preservation Act as to a proposed federal-grant facility, by and among the United States Department of Transportation, Federal Transit Administration (FTA), the Virginia Department of Historic Resources (VDHR), the Virginia Department of Rail and Public Transportation (DRPT), and the Washington Metropolitan Area Transit Authority (WMATA), an instrumentality of the District of Columbia, the Commonwealth of Virginia, and the State of Maryland (FTA, VDHR, DRPT, and WMATA collectively referred to as “the Parties”).

WHEREAS, the FTA is serving as the lead federal agency for environmental review on the implementation of the Dulles Corridor Rapid Transit Project (the project) of DRPT and WMATA in Fairfax and Loudoun counties, Virginia;

WHEREAS, the FTA has consulted with VDHR on the project pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historical Preservation Act [16 U.S.C. 470 (s)], as amended;

WHEREAS, FTA, in consultation with and in concurrence with VDHR, has determined that the project constitutes an “undertaking” pursuant to 36 CFR § 800.16(y);

WHEREAS, FTA in consultation with and in concurrence with VDHR, has determined that the Area of Potential Effects (APE) for the project, as defined in 36 CFR § 800.16(d) is as described in the document entitled “Dulles Corridor Rapid Transit Project Draft Environmental Impact Statement and Section 4(f) Statement” dated June, 2002 (hereafter referred to as “Dulles Corridor Draft EIS”);

WHEREAS, FTA, in consultation and in concurrence with VDHR, has determined that the project may have an effect on historic properties or on properties considered potentially eligible for the National Register of Historic Places (National Register).

WHEREAS, by statute and regulation, FTA remains legally responsible for all findings and determinations made under the terms of this Agreement;

WHEREAS, FTA has delegated authority for coordination with VDHR, pursuant to 36 CFR Part 800, to DRPT and WMATA, and, in that role, DRPT and WMATA have participated in the earlier consultation with VDHR;

WHEREAS, the Metropolitan Washington Airports Authority (MWAA), an instrumentality of the District of Columbia and the Commonwealth of Virginia, participated in the consultation and has been invited to concur in this Programmatic Agreement;

WHEREAS, WMATA has contracted with cultural resource professionals meeting the Secretary of Interior’s Professional Qualifications Standards for Architectural History and Archaeology, pursuant to 36 CFR § 61.1(c), and will provide to consulting parties project-specific information relating to cultural resources;
WHEREAS, FTA, VDHR, DRPT, and WMATA, have involved the Parties and the public pursuant to 36 CFR § 800.2(d);

WHEREAS, FTA, DRPT, and WMATA, have assessed various avoidance, minimization, and mitigation options for the project, and in that assessment determined that the proposed undertaking is a prudent and feasible alternative that addresses the purpose and need for the project; and

NOW, THEREFORE, FTA, VDHR, DRPT, and WMATA agree that the project undertaking shall be implemented in accordance with the following terms and stipulations to satisfy FTA’s Section 106 review requirements for all aspects of the project.

TERMS AND STIPULATIONS

I. Incorporation.

The recitals set forth above are reaffirmed and incorporated herein by reference.

II. Administrative Conditions.

A. Pursuant to 36 CFR § 800.14(b), this Programmatic Agreement (hereafter referred to as the “Agreement”) shall be considered an agreement with the Advisory Council on Historic Preservation (hereafter referred to as the “Council”) for the purposes of Section 106 of the National Historic Preservation Act.

B. Should FTA determine that changes to the project plans as described in the Dulles Corridor Draft EIS may alter the previous determinations of effect from those addressed under this Agreement, FTA shall notify VDHR and the Council in order that they may consider the need for amendment to the Agreement. FTA will provide VDHR and the Council with copies of any reports developed pursuant to this Agreement. FTA will also provide these reports to interested parties upon request.

C. Unless otherwise specified in this Agreement, any party to this Agreement shall have thirty (30) calendar days after receipt of any document distributed by FTA, DRPT, or WMATA to review and comment on such document. Failure to comment within this time period shall be conclusively construed to be agreement with the document’s findings, conclusions, and/or recommendations and a waiver of any objection thereto.

D. Any party to this Agreement may request that it be amended. The parties will consult to consider such amendment. Any amendment shall be in writing and signed by all parties.

E. Any party to this Agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, FTA, DRPT, and WMATA will comply with 36 CFR §§ 800.3 through 800.13, as those sections may be applicable, with regard to the undertakings covered by this Agreement.
F. In the event the construction of this undertaking has not begun within five (5) years of the date of this Agreement, FTA, DRPT, and WMATA will consult with VDHR to review changes prior to any action.

G. Except as discussed in Sections II.B through II.F, the Agreement shall remain in effect until construction of the entire project is completed.

H. During the implementation of this Agreement, the Council or VDHR shall notify FTA, who will also inform DRPT and WMATA, in writing of any objections to the submittals provided under this Agreement within fifteen (15) days of receipt. FTA will consult with VDHR to resolve the objection. If FTA determines the objections cannot be resolved, FTA will forward all the documentation relative to the dispute to the Council. Within thirty (30) days after receipt of all pertinent documentation, the Council will either:

1. Provide FTA with recommendations, which FTA will take into account in reaching a final decision regarding the dispute; or

2. Notify FTA that it will comment pursuant to 36 CFR §§ 800.6(b) and Section 110(j) of the National Historic Preservation Act and proceed to comment. FTA will take any Council comment provided in response to such a request into account in accordance with 36 CFR § 800.6(c)(2) with reference to the subject of the dispute.

Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; FTA's responsibility to carry out all actions under this Agreement that are not the subject of the dispute will remain unchanged.

If the dispute cannot be resolved upon involvement of the Council, an amendment to the Agreement will be prepared. If this Agreement is not amended, FTA, DRPT, WMATA, or VDHR can terminate the Agreement, and FTA can execute a new Agreement.

III. Historic Properties.

A. Project Design Development.

1. FTA will ensure that DRPT and WMATA consult with VDHR to seek ways to avoid any adverse effects on historic properties. As defined by 36 CFR 800.16(l)(1), “historic property” means “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior.”

2. The project will be constructed within the alignment and stations locations identified in the General Plans, dated June, 2002, included in the Dulles Corridor Draft EIS, subject to design revisions that may be necessary during this preliminary engineering and final design to achieve the project purpose.
3. DRPT and WMATA will design the project with the objective of minimizing adverse effects on historic properties.

4. If the consultation among FTA, DRPT, WMATA, and VDHR results in finding of adverse effect, then the FTA may forward the appropriate documentation to the Council pursuant to 36 CFR §§ 800.6 and 800.11.

B. Phased Approach. WMATA will adopt a three-phased approach to the identification and evaluation of historic properties pursuant to 36 CFR § 800.4(b)(2). This phased approach is described below:

1. WMATA shall prepare a Cultural Resources Technical Report for the Area of Potential Effects (APE), as defined in the Dulles Corridor Draft EIS. This report shall be consistent with the standards and qualifications listed in Section VI of this Agreement.

   Specific topics to be addressed in the report shall include, but are not limited to: (a) a summary of known historic properties within the APE, (b) the potential for historic properties within the APE based on cartographic and photographic data, and (c) a discussion of how the historic properties can contribute to our understanding of prehistory and history. This report shall also develop data sets, research questions, and data needs relative to the types of historic properties represented. This will then serve as a generic research design that may be used later to develop site-specific research questions.

   For those properties that DRPT, WMATA, and VDHR agree are not eligible for the National Register, no further cultural resource work will be required, and the project may proceed in those areas. FTA and WMATA will ensure that such authorized construction does not impinge on areas where the identification and evaluation process has not yet been completed.

2. WMATA will assess the preservation potential of historic properties thus far identified as being within the APE. Activities will include, but would not be limited to, field visits and researching permits, plans, and other data to determine whether redevelopment has eliminated the physical remains or has otherwise altered the context of the remains to make them of limited use. Detailed design plans will be consulted to determine if any portions of the specific properties will be subject to direct or indirect impacts. A report will be prepared summarizing the results of this phase and, if needed, presenting a testing plan for the next phase.

3. WMATA will assess specific archaeological site locations relative to their actual potential to contain physical evidence. Activities related to this assessment will include, but would not be limited to, field evaluations of specific properties using remote-sensing technologies, such as ground-penetrating radar, and traditional archaeological test excavations. WMATA will assess site areas within the APE for previously unidentified architectural properties meeting the fifty-(50-) year age consideration. This assessment will be made through examination of historic and current aerial photographs and maps. Historic properties identified through this
assessment will be field-checked and photographed. All fieldwork will be performed in a manner consistent with performance standards presented in Section VI. A report will be prepared summarizing the results of this phase and, if needed, presenting recommendations for the next phase.

C. Treatment.

1. If the identification and evaluation phase results in the identification of properties that are eligible for the National Register, FTA shall ensure that WMATA endeavors to avoid adverse effects. If avoidance is not possible, then an appropriate treatment plan, as described below, shall be developed and implemented to minimize or mitigate the adverse effects. All treatment plans shall be developed in consultation with VDHR and concurring parties. Preparation of the treatment plans shall be consistent with the standards and guidelines listed below in Section VI and WMATA will forward the appropriate documentation to VDHR.

Treatment plans shall include educational or interpretive programs about the significance, preservation, and public interpretation of archaeological and architectural resources. A treatment plan will include the following:

a. Description of the property, properties, or portions of properties where treatment measures will be carried out;

b. Methods for site preservation/protection, such as controlled site burial or restricted access, or landscape restoration, as appropriate;

c. Methods for construction monitoring in those areas where the identification and evaluation phases identified potential archaeological properties, but failed in locating any physical remains;

d. Description of any property, properties, or portions of properties that will be destroyed without treatment, and justification for such action;

e. Research questions to be addressed through data recovery, with an explanation of their relevance and importance;

f. Mitigation efforts to be used, with an explanation of their relevance to the research questions;

g. Methods to be used in analysis, data management, and dissemination of data, including a schedule;

h. Methods to fulfill requirements for curation of recovered materials and records;

i. Methods to fulfill requirements for involving and educating the interested public;
j. Methods to fulfill the requirements for disseminating results of the work to the interested public;

k. Methods to fulfill the requirements for keeping local government informed of the work and providing them an opportunity to participate; and

l. Proposed schedule for the submittal of progress reports.

3. FTA will ensure that, after approval by VDHR, the terms and conditions of the treatment plans are implemented. A report documenting the results of the implementation of the treatment plan will be submitted to VDHR and other interested parties for review. Any objection will be resolved pursuant to Section II.H.

D. Project Design Review

1. Should there be revision to or expansion of the Limits of Disturbance (LOD), effects to any existing or potential resources shall be addressed on a resource-by-resource basis. Should any undertaking potentially affect any resources that have not been previously identified or evaluated, survey and evaluation shall occur. VDHR will be consulted to review the findings.

2. The Parties shall consult annually to review implementation of the terms of this Agreement and determine whether revisions are needed. If revisions are needed, the Parties will consult in accordance with 36 CFR Part 800 to make such revisions.

3. If the consultation among FTA, DRPT, WMATA, and VDHR results in a finding of adverse effect on a historic property, WMATA will develop an alternative or mitigation plan to treat the effect and document, pursuant to 36 CFR § 800.6, any such properties affected according to standards developed with VDHR. After concurrence on this plan by FTA and DRPT, a draft version of this documentation will be submitted to VDHR for review. Any objection will be resolved pursuant to Section II.H of this Agreement. Documentation will be accepted by VDHR prior to any disturbance of a property.

4. Should VDHR objection involve a disagreement with the National Register evaluation of a property within thirty (30) days of receipt of the draft report, FTA, DRPT, and WMATA will consult with VDHR to resolve the objection. If such an objection cannot be resolved, DRPT, WMATA, and FTA will refer the matter to the Keeper of the National Register, whose decisions will be final. Failure on the part of VDHR to object within thirty (30) days of receipt of the National Register evaluations in the draft report shall be deemed concurrence.

IV. Native American Graves and Grave Goods

A. In the event, human remains, associated or unassociated funerary objects or sacred objects, or objects of cultural patrimony are encountered on federal
APPENDIX H: DRAFT PROGRAMMATIC AGREEMENT

property during the archaeological fieldwork, and they appear to belong to Native American heritage, the appropriate federally recognized Native American tribe(s) and all signatories of this Agreement will be consulted, and their treatment and disposition determined pursuant to the provisions of the Native American Graves Protection and Repatriation Act (NAGPRA) (25 U.S.C. §3001) and executed in a separate agreement document.

NAGPRA applies only to “Native American human remains, funerary objects, sacred objects and objects of cultural patrimony discovered on federal or tribal lands.” As per Section 10.4 of NAGPRA “Inadvertent Discoveries”, the responsible federal agency official with respect to federal lands will be notified immediately by telephone. Activity will be stopped in the area of the inadvertent discovery.

V. Unanticipated Discovery of Archaeological Resources

A. In the event that previously unidentified archaeological resources are discovered during ground-disturbing activities within the APE, WMATA shall halt all construction work involving subsurface disturbance in the area of the resources and in the surrounding area where further subsurface remains could occur. WMATA shall immediately notify VDHR of the discovery.

B. An archaeologist approved by FTA, VDHR, DRPT, and WMATA, shall immediately (within twenty-four [24] hours of notification) inspect the work site and determine the area and nature of the affected archaeological resource. This initial determination will be provided in the form of a letter report to VDHR. Construction work may then continue in the area outside the archaeological resource as defined by the designated archaeologist.

C. Within ten (10) working days of the original notification of discovery, FTA, in consultation with VDHR, DRPT, and WMATA, shall determine the National Register eligibility of the resource.

D. If the resource is determined eligible for the National Register, WMATA shall prepare a plan for its avoidance, protection, recovery of information, or destruction without data recovery. Such a plan shall be approved by VDHR within five (5) working days of submittal by WMATA prior to implementation.

E. Work in the affected area shall not proceed until either:

1. The development and implementation of appropriate data recovery or other recommended mitigation measures, or

2. The determination is made that the located remains are not eligible for inclusion on the National Register.

F. Any dispute over the evaluation or treatment of previously unidentified archaeological resources will be resolved using the process provided in Section II of this Agreement.

G. Should human remains be discovered, WMATA will immediately notify local law enforcement authorities and VDHR. All construction work involving subsurface
disturbance shall be halted in the area of the resources and in the surrounding area where further human remains could occur. Should human remains or associated grave goods be discovered, a permit will be obtained from VDHR in accordance with Code of Virginia 10.1-2305. If an abandoned family graveyard is encountered within the APE for archaeology, the landowner may file a bill in the local circuit court to allow the removal and reinterment of remains in accordance with Code of Virginia 57-38.1.

H. If any human remains and associated or unassociated funerary or sacred object, or objects of cultural patrimony representing Native American occupation of the area are uncovered on non-federal land, WMATA will follow the provisions stipulated in IV.A above. FTA, DRPT, and WMATA will consult with VDHR to develop a separate agreement document concerning the disposition of this material. In consultation with VDHR, WMATA will identify and notify any appropriate federally recognized or state recognized Native American Tribes and provide them an opportunity to examine the remains within ten (10) working days of notification, and concur in the agreement document that will be prepared.

VI. Performance Standards

A. FTA shall ensure that all cultural resources work carried out pursuant to this Agreement shall be carried out by or under the direct supervision of qualified individuals meeting, at a minimum, the appropriate federal qualifications referenced in 36 CFR § 61.1(c).

B. FTA shall ensure that all cultural resources work carried out pursuant to this Agreement shall be carried out in accordance with the following standards and guidelines, as applicable:


VII. Coordination and Public Involvement

A. Pursuant to 36 CFR § 800.14(a), FTA, DRPT, and WMATA used the preparation of the Dulles Corridor Draft EIS under the National Environmental Policy Act (NEPA) to keep the public informed about the progress of earlier activities covered under this Agreement and to provide the public with an opportunity to express their views on the project. FTA, DRPT, and WMATA have considered and will consider the views of the public in project decisions under this Agreement. Copies of comments from the public received by FTA, DRPT, and WMATA on the Dulles Corridor Draft EIS and any subsequent written comments of the public as to eligible properties received by FTA, DRPT, and WMATA will be provided to VDHR.
B. FTA, DRPT, and WMATA, based on the NEPA EIS process, have considered and will in the future fully consider all written substantive and timely public comments on the project that are legitimately related to the implementation of the terms of this Agreement. FTA will provide VDHR with copies of such comments and will fully consider comments in project decisions. FTA, DRPT, and WMATA will consult with VDHR, if FTA, DRPT, and WMATA deem it appropriate in addressing the expressed concern. FTA will advise VDHR of their decision in this regard.

C. Unless otherwise specified in the Agreement, any party to this Agreement shall have thirty (30) days after receipt of any document distributed by FTA to review and comment on such document. Failure to comment within this time period shall be conclusively construed to be agreement with the document’s findings, conclusions, and/or recommendations and a waiver of any objection hereto.

Execution and implementation of this Programmatic Agreement evidences that FTA has satisfied its Section 106 responsibilities for all individual undertakings of the program.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be signed, all by their duly authorized representatives and all as of the day, month, and year first written.

FEDERAL TRANSIT ADMINISTRATION
By: __________________________ Date: __________

[Name and title of signer]

COMMONWEALTH OF VIRGINIA HISTORIC PRESERVATION OFFICER
By: __________________________ Date: __________

[Name and title of signer]

CONCUR:
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
By: __________________________ Date: __________

[Name and title of signer]
APPENDIX H: DRAFT PROGRAMMATIC AGREEMENT

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

By: ___________________________ Date:__________  
[Name and title of signer]

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

By: ___________________________ Date:__________  
[Name and title of signer]
4(f) Coordination Meetings
Minutes of Meeting
Meeting with the National Park Service and the Wolf Trap Foundation
Wolf Trap Farm Park Station
April 24, 2001
Wolf Trap Farm Park

WMATA (Alfredson) opened the meeting by explaining the goals of the meeting and the status of the PE/NEPA process. WMATA (Alfredson and Dittmeier) gave an overview of the plan and profile drawings. Three options exist for a Wolf Trap Farm Park station:

- No station
- Not to preclude future station
- Station as part of Phase IV-B

WMATA (Alfredson) noted that, in practical terms, “design not to preclude” would require significant construction to provide a vertical tangent (flat spot) and other station needs during initial construction. Unless this is cleared, designed, and constructed as part of the initial construction of the line, it is very unlikely that it would ever be constructed in an operating railroad environment in the future.

GENERAL DISCUSSION OF FUNDING AND STATION NEEDS

The National Park Service (NPS) (Crockett) stated that it would like the Dulles Corridor Rapid Transit Project to not preclude the construction of the Wolf Trap Farm Park Station at a future time, but that NPS does not have the funds at this time to pay for the station or provisions that would be needed not to preclude a future station, such as the flat spot for the station site.

The Wolf Trap Foundation (Walters) stated that the Foundation would like a station layout that would include station access to the Barns and to Wolf Trap and the new educational center the Foundation is building on the south side of the Dulles Toll Road (planned to open in 2002). Walters offered to share the Foundation’s master plan for the new educational center with the project team. CTC (Sawislak) will coordinate with the Foundation to obtain this report. Walters made the case for preserving a station because:

- 600,000 people visit May-September
- The lack of westbound ramps from Trap Road to the DTR is problematic (not perceived as needed when the DTR was constructed)
- The Barns at Wolf Trap are a year around facility
- Kennedy Center experience (significant walk to Metro station)

NPS (Crockett) stated that Wolf Trap Farm Park has a statutory limit to noise at the park. The statute says that noise the level on the upper lawn cannot exceed 52-54 dB(a). NPS referred to a 1995 study where they predicted a 56 dB(a) level in the upper lawn in 2020. NPS would like to see the project team’s analysis for this section, specifically the impact on the Filene Center.

CTC (Sawislak) stated that if the transit line is designed to not preclude a station, the project team’s initial assessment finds that no use under section 4(f) is predicted. NPS (Crockett) concurred with the team’s assessment that the only potential for impact to the park is the noise issue under the not to preclude design. NPS (Willcock) asked that the project team look at visual issues as well. CTC asked to clarify that this was not related to the 4(f) issue and NPS stated that this was part of their effort to ensure that the decision to not preclude a station would not impact their neighbors. CTC stated that this was envisioned as part of the visual and aesthetic analysis.

CONCLUSIONS

It was generally agreed that WMATA would move forward to look at a design that did not preclude a station and begin discussions with NPS on how to reflect this cost in the project budget.

ATTENDEES

See the table below for a list of meeting attendees.

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Title</th>
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<tbody>
<tr>
<td>Len Alfredson</td>
<td>WMATA</td>
<td>Project Manager</td>
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<tr>
<td>John Dittmeier</td>
<td>WMATA</td>
<td>Assistant PM (Environmental)</td>
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<tr>
<td>Neil Nott</td>
<td>WMATA</td>
<td>Assistant PM (Facilities)</td>
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<tr>
<td>Bill Crockett</td>
<td>NPS</td>
<td>Director</td>
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<tr>
<td>Patrick Gregson</td>
<td>NPS</td>
<td>Headquarters</td>
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<tr>
<td>Chris Jones</td>
<td>NPS</td>
<td>Deputy Director</td>
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<tr>
<td>Russ Willcock</td>
<td>NPS</td>
<td>Chief Ranger</td>
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<tr>
<td>Charlie Walters</td>
<td>Wolf Trap Foundation</td>
<td>Executive VP/COO</td>
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<tr>
<td>Chuck Hymes</td>
<td>CTC</td>
<td>Project Manager</td>
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<tr>
<td>Josh Sawislak</td>
<td>CTC</td>
<td>Deputy PM (Environmental and Planning)</td>
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Minutes of Meeting

Coordination Meeting with
the Northern Virginia Regional Park Authority

April 27, 2001
Northern Virginia Regional Park Authority Headquarters

On April 27, 2001, representatives from the Dulles Corridor Rapid Transit Project Team met with the Northern Virginia Regional Park Authority (NVRPA) to discuss parksland/recreation resources within or near the study area of the proposed transit improvements within the Dulles Corridor. Mr. Dittmeier opened the meeting with introductions and a brief description of the organizational structure of the project team. A meeting agenda is attached to these minutes.

Mr. Dittmeier described the three Build Alternatives for the project currently under consideration, including the BRT Alternative, the Metrorail Alternative, and the BRT/Metrorail Alternative. He also identified the potential station areas and where the right-of-way for the Dulles Airport Access Road (DAAR) may need to be expanded to accommodate the project.

Mr. Dittmeier explained that Alternative D2, which was one of the initial alternatives considered, is no longer being evaluated. The alternative was dropped from consideration due to the impacts it had on the Washington and Old Dominion Railroad Regional Park (W&OD Trail), a regional recreational trail owned and operated by NVRPA. Alternative D2 will be discussed in the Draft Environmental Impact Statement (EIS) for this project as an alternative that was evaluated and eliminated from further consideration.

The NVRPA resources located near the proposed project include the W&OD Trail and Meadowlark Gardens. Upon review of conceptual plans for the project, it was determined by NVRPA and WMATA that the proposed project would not impact Meadowlark Gardens. It was also concluded that the yard site near Route 606 would not impact any existing or planned NVRPA resources. Planned improvements or additions of land include a pedestrian bridge over Discovery Street for a connection to the Trail between Reston Station and Reston Town Center. Proffers received by NVRPA are usually located adjacent to existing facilities; no anticipated proffered lands were found to be adjacent to the proposed project.

All of the Build Alternatives associated with the proposed project would cross the W&OD Trail between Hunter Mill Road and Wiehle Avenue. The BRT Alternative would use the existing DAAR bridges to cross the trail; the other two alternatives would require the construction of another bridge in the median of the DAAR. Mr. Dittmeier explained that construction of the project would not take place during high use hours of the trail. He explained that in order to minimize impacts to the trail during construction, simple beam construction would likely be used. It was determined that WMATA would obtain information from the Virginia Department of Transportation (VDOT) regarding language they have used previously in their construction documents/bid specifications regarding construction techniques over the W&OD Trail. Mr. Dittmeier explained that construction impacts will be evaluated and documented in the Draft EIS for this project.

Ms. Rudacille explained that NVRPA has developed Draft Design Guidelines for the trail. These guidelines include parameters for horizontal and vertical openings of the trail for the purpose of maintaining openings ("light wells") around the trail and avoiding the creation of a "tunnel" experience. In order to determine the open space between the bridges, WMATA will obtain the as-built/general plans for the DAAR and measure the additional space needed for the Dulles Corridor Rapid Transit Project.

The Northern Virginia Regional Park Authority issues permits for work on or directly adjacent to the trail. WMATA requested that a permit application be forwarded to them for use during the geotechnical investigations for this project.

The use of Section 6(f) funds (Land and Water Conservation Act funds) for the W&OD Trail was discussed. NVRPA identified several parcels that were acquired with 6(f) funds; it appears that the proposed project will not affect these parcels. CTC will investigate the allowable "use" as described in the easement for the DAAR. If this easement does not accommodate rail, the project may require a conversion of this use as determined by Section 6(f) procedures.

Summary of Action Items:

- Evaluate possible connections to the W&OD Trail from Reston Town Center and determine if the proposed project will impact the connection. (CTC/BRW)
- Identify all Section 6(f) lands in the project study area. (CTC/BRW)
- Obtain construction specification language from VDOT regarding crossing of the W&OD Trail. (CTC/BRW)
- Obtain as-built/general plans for the DAAR. (CTC)
- Measure open space under the bridge of the proposed Build Alternatives. (CTC)
- Obtain permit for geotechnical work from NVRPA. (CTC/BRW)
- Obtain Draft Design Guidelines from NVRPA. (CTC/BRW)
- Obtain a copy of the easement from the Federal Aviation Authority/Metropolitan Washington Airports Authority for the DAAR. (WMATA)
- Obtain a copy of the conveyance document for the DAAR from VDOT. (WMATA)

If you have any comments, additions or deletions to the meeting minutes summarized above, please contact John Dittmeier of WMATA at 703-247-6578 within 5 business days.

ATTENDEES

See the table below for a list of meeting attendees.

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Daniel Iglior</td>
<td>NVRPA</td>
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<tr>
<td>Katerine Rudacille</td>
<td>NVRPA</td>
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<tr>
<td>John Dittmeier</td>
<td>WMATA</td>
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<tr>
<td>Anna McNulty</td>
<td>CTC/PTG</td>
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<tr>
<td>Mary Raulerson</td>
<td>CTC/BRW</td>
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</table>
Public Comments and Outreach Materials
APPENDIX J: PUBLIC COMMENTS AND OUTREACH MATERIALS

This appendix includes additional information about public comments includes examples of project public outreach materials. It includes the following subsections:

J-1: Public Comments
J-2: Public Meetings Summary
J-3: Scoping Meetings Agenda and Handouts
J-4: Scoping Meetings Announcements
J-5: Libraries and Community Centers
J-6: Stakeholder Meetings Summary and Attendees
J-7: Public Information Meetings Announcements
J-8: Public Information Meetings Handouts
J-9: Media Outlets and Press Releases
J-10: Project Information Center Flyer
Appendix J-1

Public Comments
APPENDIX J-1: PUBLIC COMMENTS

This appendix summarizes public comments that have been made about the Dulles Corridor Rapid Transit Project to date. The comments are arranged by section of the Dulles Corridor, and general comments are organized by subject matter (e.g., Cost/Funding, Land Use Issues, Parking Facilities).

TYSONS CORNER

Although many residents support the loop alternative for this area, some residents have expressed opposition to the aerial loop. This is especially true of residents who own condominiums along the proposed route and are worried about an adverse impact on their property values. Some respondents stated that an aerial rail alignment would cause noise and uncleanliness and would lead to crime. For most of the respondents the belief is that, if any loop is to be constructed, it should be underground and located away from residential communities.

Residents identify the need for pedestrian-friendly infrastructure for safe and efficient access to new stations. This infrastructure is an integral part of effective service to the area.

The project team received numerous comments discussing issues specific to the Tysons Corner area. The comments, both positive and negative, were about a number of the initial proposed alignments. They follow:

- Opposition to the elevated rail alignment in Tysons Corner and concerns regarding the potential noise, vibration, visual, aesthetic, air quality, quality of life, property value, socioeconomic, and community impacts that may result.
- Concerns regarding additional transportation improvements in the area, including Route 7, Route 123, and several arterial streets within Tysons Corner.
- The opinion that alternatives should support pedestrian access from the Tysons West Station to residential subdivisions on the south side of Route 7.
- Support for a pedestrian overpass over Route 123 to access the Tysons East Station.
- Support for evaluation of a Purple Line connection between Dunn Loring and Bethesda to serve Tysons Corner (reducing the need for Dulles Corridor Rapid Transit Project rail stations in Tysons Corner).
- Support for coordination with the Maryland Department of Transportation’s (MDOT) Beltway Rail Study.
- Support for station serving Tysons Corner Center to be close to the shopping mall and have an all-weather connection.
- Support for the loop alternative as innovative way to enhance service coverage that would incorporate several new operating patterns (local loop/shuttle and loop trains from Dulles, Vienna, and DC).
- Support for a loop alignment in Tysons Corner to return people to their originating station.

DULLES AIRPORT ACCESS ROAD (DAAR)

Comments received on the proposed Wolf Trap Farm Park Station reflect an uncertainty about its status. Questions involved the viability, location, architectural layout, and the accessibility of parking of a proposed station.
A majority of respondents expressed opposition to a Metrorail station located at Hunter Mill Road. They indicated that the station, if built, would be incompatible with the surrounding low-density housing area, overwhelming its existing road network.

Respondents noted that pedestrian-friendly overpasses span the DAAR at Wiehle Avenue and Reston Parkway. Many felt that the proposed Metrorail stations associated with each of these roads should be located under the overpasses.

A variety of input was received on the subject of the proposed Route 28 Station. It included the benefit of the station to Centreville/Chantilly area commuters, the desirability of combining it with BRT service, and the need for feeder bus service. Some respondents suggested, and others opposed, adding stations at Route 28 and Wiehle Avenue.

Many respondents suggested the need for bus feeder service to the stations in the Reston area. In addition, the following comments were made:

- Support for a shared-use path along the DAAR from Tysons Corner to Hunter Mill Road to enhance pedestrian and bicycle access to station locations.
- Support for a good tie-in to the Reston East Park-and-Ride available from the median of Wiehle Avenue.
- Opinions that Wiehle Avenue is a major transit center and a very important station location, that the station should be located (at least partially) under the bridge, with similar opinions regarding Reston Parkway, with open pedestrian bridges to the Reston Town Center.
- Support for excellent bus access and sidewalks between the Route 28 Station and the Center for Innovative Technology.
- Support for an automated people mover connecting the Reston Parkway Station and Reston Town Center.
- Opinions that the proposed parking at the Reston Parkway and Wiehle Avenue stations will not be enough.

**LOUDOUN COUNTY**

Many people specified that authorities should preserve right-of-way along the Dulles Greenway for extension of the new service from Route 772 to the Town of Leesburg.

A number of comments on the project’s proposed rail yard were received. They included concern about location and noise abatement measures.

Some respondents believed that the No-Build and Transportation System Management (TSM) Alternatives, which constitute the Baseline Alternative, would not work and that rail should be implemented. People also expressed concern that the project would result in the implementation of BRT only. In addition, many people were concerned that the extension would end at Tysons Corner and not serve the many commuters coming from western Fairfax County and Loudoun County.

Several respondents expressed concern that adding rail transit to the corridor would encourage sprawl in the western part of Loudoun County and into West Virginia. Other comments included the following:

- Support for buses and sidewalks as an important element at the Route 772 Station.
Support for buffers, consisting of berms and vegetation to reduce noise to surrounding neighborhoods, at the rail yard and bus maintenance facility.

Support for placing the service and inspection yard near the end of the line.

Support for designing the service and inspection yard for joint use with the future Route 28 light rail line.

**GENERAL COMMENTS**

Although the project has the support of a majority of the local residents who commented, there is concern over how the location of new Metrorail stations will impact the quality of life of the surrounding area (e.g., traffic congestion, noise levels, aesthetics, property values, and pedestrian safety).

There is polarization in the local community over whether the proposed extension would promote or discourage “sprawl.” Questions exist about the total cost of the project and how it would be funded.

Some respondents believe that light rail is more economical and environmentally friendly than heavy rail.

**BUS/Bus Rapid Transit (BRT)**

There are varying opinions over the desirability of BRT in general and, specifically, whether its implementation should include a dedicated roadway in the DAAR median. Several respondents wanted feeder bus service to the new BRT stations, especially in Loudoun County. Specific opinions included the following:

- Support for dense network of feeder buses instituted at the time of the opening of BRT and rail stations.
- Belief that Metrorail would make suburb-to-suburb bus service possible via the stations. Concerns about danger at crossovers, too many transfers, and the high cost of labor with a driver for every sixty seats associated with BRT.
- Frequent mention of the integration of an adequate feeder bus system to service the Metrorail stations, with a number of comments referring to “people-mover” systems.

**COORDINATION WITH OTHER STUDIES/EXISTING INFRASTRUCTURE**

Respondents noted the importance of coordinating the project with other transportation enhancement studies and the potential ability to tie-in to already existing and future transit opportunities. Issues mentioned include the following:

- Discussion of the effect on regional transportation and the potential for concurrent improvements to various roadways in the region.
- Discussion of the capacity of the existing Metrorail system and the Orange Line in particular, and its ability to absorb the ridership that the Metrorail extension would contribute. Some people suggested that only one or two out of three trains should go to the end of the line.
- Support for consideration of the impacts on the existing Orange Line, east of the East Falls Church Metrorail Station, including the need to increase capacity with an additional track.
- Support for consideration of the impact of the proposed widening of I-66 in Arlington.
- Support for a seamless transition with the existing Metrorail Orange Line.
Support for making it easy to transfer between Metrorail and buses/BRT, as well as increasing the frequency of service and extending the hours of operation to Dulles Airport.

Support for an integrated transportation system in Northern Virginia and coordination with planned road projects.

Concern regarding whether or not this project would address the impacts of other studies, such as the Capital Beltway Rail, I-66, and Route 28 projects, stressing the importance of having a more coordinated transportation system in the region.

Support for integrating the transit network into the community to increase ridership.

COST/FUNDING

Respondents had concerns regarding the costs of the system and the funding sources for the project. Issues mentioned include:

- Concern about potential tax increases on residents and area businesses.
- Support for operating the system without subsidies.
- Concern about the need for the demonstration of the financial feasibility of the project. It was noted that the federal government might not adequately fund the project.

LAND USE ISSUES

Respondents had concerns about land use issues with regard to development and potential increases in sprawl and traffic around stations.

- Varying opinions about transit-friendly, mixed-use development, and increasing the density of development near stations/stops: the comments were mixed; some respondents favor dense mixed-use areas near stations and others are against more development in the Dulles Corridor, due to potential negative impacts on the community.
- Support for careful land use planning, increasing the density of development, and the provision of safe, affordable, convenient, and comfortable stations and parking facilities. Alternative technologies were recommended for meeting some of these goals.
- Support for changes in land use regulations to promote “walkable,” mixed-use development around all of the stations.

PARKING FACILITIES

Many requests were made for adequate parking facilities and consideration of local feeder transit service connecting stations to local communities.

Concern for provision of adequate parking facilities at the stations/stops and access to surrounding development and trails was expressed.

PEDESTRIAN ACCESSIBILITY

Pedestrian access was not limited to a specific geographic section of the corridor, but was mentioned in conjunction with station locations throughout the length of the Dulles Corridor, including these comments:
- Requests for extensive pedestrian access, connections to trails, and a reduction in the length of the walk to stations.
- Concerns regarding the provision of adequate pedestrian facilities at the stations/stops and access to surrounding development and trails.
- Comments on the need for accommodations for persons with disabilities.
- Comments about the need to make the system community-friendly, including information on accessing local businesses.

**PUBLIC INVOLVEMENT**

Several comments focused on the need to continue the public information and outreach efforts throughout the course of the project.

**SCHEDULE**

Respondents had concerns regarding the schedule, including the following:

- Questions about the extent of the study area and the need for another study.
- Eagerness for high-quality transit in the Dulles Corridor, with concerns that the project schedule was too long.

**SUPPORT FOR RAIL**

Most respondents voiced support for the project in general and, specifically, for rail in the Dulles Corridor. Many asked for an accelerated process.

**TRAFFIC**

Concern about the impacts of the project on traffic in the Dulles Corridor and increased traffic near the stations was expressed.
APPENDIX J-2: PUBLIC MEETINGS SUMMARY

This appendix summarizes public meetings held to date. Refer to Appendix J-1 for a full summary of public comments about the Dulles Corridor Rapid Transit Project.

Public Scoping Meetings
Three public scoping meetings were held July 25-27, 2000 in Tysons Corner, Reston, and Ashburn, Virginia. Approximately 413 people attended the three meetings, which consisted of an open house, a formal presentation, and a formal comment period. Refer to Appendix J-3 for agendas and handouts. The presentation included a description of the scoping process, the environmental review process, and the requirements of the National Environmental Policy Act (NEPA) process. The project team provided an overview of previous transportation studies conducted in the Dulles Corridor, including the Major Investment Study (MIS) and its 1999 Supplement. The alternatives for consideration during the preparation of the Draft Environmental Impact Statement (Draft EIS) were also presented.

Notification of the general public and agencies is a required component of the scoping process. Notifications to the general public made during the scoping process for the Dulles Corridor Rapid Transit Project included:

- Publication of the FTA Notice of Intent (in the legal section of the Washington Post on June 23, 2000);
- Mailing of a public scoping information packet, including an invitation to the public scoping meetings to 4,725 invitees;
- Cable television notices provided to three local cable networks;
- Distribution of news releases to more than 50 print and broadcast media outlets in the region;
- Newspaper advertisements placed in 13 local newspapers;
- Establishment of project INFO line broadcasting dates, times, and locations of the public and agency meetings; and
- Establishment of website at www.wmata.com to provide meeting information, scoping documents, and links to other websites that have project-related documents and information.

Two hundred people attended the first meeting held at George C. Marshall High School on July 25, 2000. Chairman Katherine K. Hanley of the Fairfax County Board of Supervisors, Falls Church Mayor Dan Gardner, Falls Church Council Member David Synder, and Hobie Mitchell, a member of the Commonwealth Transportation Board (CTB), were in attendance. In addition, members of the Virginia House of Delegates Jim Scott (53rd District), Robert Hull (38th District), and Jeanne Marie Devolites (35th District) attended and spoke briefly about their concerns and those of their constituents.

One hundred forty-nine people attended the second meeting at Langston Hughes Middle School on July 26, 2000. Shirley Ybarra, Secretary of Transportation for the Commonwealth of Virginia, spoke briefly about upcoming transportation projects in Northern Virginia, coordination efforts for the project, and the Commonwealth’s support for the Dulles Corridor Rapid Transit Project. Fairfax County Board of Supervisors Chairman Katherine K. Hanley, Supervisor Cathy Hudgins (Hunter Mill District), and Supervisor Stuart Mendelsohn (Dranesville District) attended.
The third meeting was held on July 27, 2000 at Ashburn Elementary School. Sixty-one people attended, including Loudoun County Board of Supervisors Chairman Scott York, Supervisor Chuck Harris (Broad Run District), Supervisor Sally Kurtz (Catoctin District), and Virginia House of Delegates member Richard Black (32nd District).

Public Information Meetings
Approximately 300 people attended the public meetings held in Tysons Corner, Reston, and Ashburn, Virginia on January 30-February 1, 2001. Refer to Appendix J-8 for handouts. The project team presented alternatives for technologies, alignments, station locations, ancillary facilities, and access points. The project team identified the alignments recommended for further study and for elimination from further study.

Notifications made for the public information meetings included the following. Refer to Appendix J-7 for press releases and news articles.

- Newspaper advertisements announced the public meetings in 13 newspapers;
- Cable television notices were provided to three local cable networks;
- Public Service Announcements were sent to 30 radio stations;
- News releases were distributed to 97 print and broadcast media outlets in the region; and
- Meeting reminder news releases were distributed to 28 communication outlets.

The first meeting was held at Marshall High School, near Tysons Corner, on January 30, 2001. More than 140 people attended, including Supervisor Stuart Mendelsohn of the Fairfax County Board of Supervisors (Dranesville District), Planning Commissioner Linda Smyth (Providence District), and representatives from Supervisor Gerald Connolly’s office (Providence District).

On January 31, 2001, more than 100 people attended the public meeting held at Langston Hughes Middle School in Reston, including Supervisor Cathy Hudgins (Hunter Mill District), Supervisor Mendelsohn, and a representative from Congressman Frank Wolf’s office (R-10th District).

More than 50 people attended the third public meeting held on February 1, 2001 at Ashburn Elementary School. Four members of the Loudoun County Board of Supervisors attended the meeting: Supervisor Bill Bogard (Sugarland Run District), Supervisor Eugene Delgaudio (Sterling District), Supervisor Chuck Harris (Broad Run District), and Supervisor Mark Herring (Leesburg District). Loudoun County Administrator Kirby Bowers and Hobie Mitchell of the Commonwealth Transportation Board (CTB) also attended.

Public Hearings
Public hearings are scheduled following the publication of this document.
Appendix J-3

Scoping Meetings Agenda and Handouts
APPENDIX J-3: SCOPING MEETINGS AGENDA AND HANDOUTS

Dulles Corridor Rapid Transit Project

Agenda

Public Scoping Meeting – July 27, 2000

Ashburn Elementary School
Ashburn, Virginia

7:00 pm – 10:00 pm

7:00 pm – 7:30 pm  Open House

7:30 pm – 9:00 pm  Presentation and Public Comments

Leonard Alfredson, PE – Project Manager
John Ditmeier, PE – Assistant Project Manager
(Environmental)

9:00 pm – 10:00 pm  Open House

Dulles Corridor
Rapid Transit Project

DULLES CORRIDOR RAPID TRANSIT PROJECT

COMMENTS SHEET 1

Your comments are encouraged! Public comments during the Scoping process will be taken into consideration in refining the scope of the project. We ask that your comments focus on the issues and alternatives for analysis and not on a preference for a particular alternative. The comment period for the Scoping process ends on August 10, 2000.

1. Scoping: Is the information pertaining to the Scoping process presented in an understandable manner?  ____Yes  ____No

If no, please explain:

2. Alternatives: Do you feel that the "Build" alternatives presented are appropriate for analysis (Bus Rapid Transit (BRT), Metrorail, or a combination of both Metrorail and BRT), or are there other alternatives which you wish to propose?

Please comment:

3. Impacts: What are the environmental, social or economic issues that we may need to address as consequences of the No-Build, Transportation System Management (TSM) or Build Alternatives (i.e., visual and aesthetic, noise, air quality, neighborhoods, construction, displacement, or others)?

Please comment:

Name:
Address:
City     Zip

DRPT
Federal Transit Administration
metro
Public Scoping Meeting

Dulles Corridor
Rapid Transit Project

July 25-27, 2000

What is Scoping?

♦ Identify Range of Alternatives and Significant Issues
  - Includes new alternatives
♦ Invite Participation
♦ Identify and Coordinate with other Projects
♦ Identify Schedule for Decision-making

Meeting Format

♦ Agenda
  - Welcome
  - Presentation
  - Comments and Issues
  - Open House
APPENDIX J-3: SCOPING MEETINGS AGENDA AND HANDOUTS

NEPA Schedule

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<thead>
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<th>2000</th>
<th>2001</th>
<th>2002</th>
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<td>Public Comment Period</td>
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<tr>
<td>Public Involvement</td>
<td>FESS Development</td>
<td>Public Hearing</td>
</tr>
<tr>
<td>Scoping</td>
<td>Alternatives Review</td>
<td>DEIS Public Hearing</td>
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</tbody>
</table>

(Approximate schedule with key dates and milestones for NEPA process)

Why Another Study?

- 1997 and 1999 Major Investment Studies (MIS) Recommended Transit Mode (Bus and Metrorail)
- Current Process (PE/NEPA) Further Defines Project
- Federal Funding Requires Environmental Impact Statement (EIS)

NEPA Process

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<tr>
<th>2000</th>
<th>2001</th>
<th>2002</th>
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<tr>
<td>Scoping</td>
<td>Alternatives Review</td>
<td>DEIS Public Hearing</td>
</tr>
</tbody>
</table>

(Approximate schedule with key dates and milestones for NEPA process)
Related NEPA Studies

- Capital Beltway Studies (VDOT/DRPT)
- I-66 EIS (VDOT)
- Dulles Airport Improvements (MWAA)

Study Area

Alternatives to be Studied

- No-Build
- Transportation System Management (TSM)
- Build
  - Bus Rapid Transit (BRT)
  - BRT/Metrorail
  - Metrorail
No-Build

- Includes Existing and Planned Improvements
  - Phase I -- Express Bus
  - Phase II -- Enhanced Express Bus
  - Roadway Projects
    - Interchanges
    - Road widening
    - Signalization projects
    - ITS

Transportation System Management (TSM)

- Low Cost Roadway and Transit Improvements
  - Increased local and express bus service
  - Passenger information systems
  - Signal priority
  - Transit vehicle tracking (GPS)

What is Bus Rapid Transit?

- Bus System that is Similar to Metrorail
  - Vehicles and fare collection
  - Fixed guideway
  - Stations and stops
  - Operations
  - ITS/Technology
Tysons Corner
Metrorail Alternatives

T-1

T-2

Metrorail Alternative

Issues to be Analyzed

- Social, Economic, and Environmental Factors
- Transportation
- Financial
Matrix of Alternatives and Issues

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>No-Build</th>
<th>TSM</th>
<th>Build</th>
</tr>
</thead>
<tbody>
<tr>
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<tr>
<td>Financial</td>
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</table>

Environmental Factors

- Air Quality
- Noise and Vibration
- Threatened and Endangered Species
- Wetlands
- Water Resources
- Other

Social and Economic Factors

- Visual and Aesthetic
- Neighborhoods and Communities
- Environmental Justice
- Secondary Development
- Cultural Resources
- Consistency with Local Plans
- Other
Transportation

- Transit, Roadway, and Airport
  - Capacity and levels of service
  - Facilities planning
  - Operations planning
  - Intermodal Connections

Financial

- Capital Cost
- Operating and Maintenance Cost
- Ridership and Revenue
- Financial Plan

Scoping Comments

- Comment Now
- Comment Later This Evening
- Send Written Comments by August 10, 2000
  - Comment forms or letter
  - e-mail to dullescorridor@aol.com
Public Comments

Written Scoping Comments

Please submit written comments to:

Mr. Leonard Alfredson, PE
Dulles Corridor Rapid Transit Project
1550 Wilson Blvd., Suite 300
Arlington, VA 22209

e-mail: dullescorridor@aol.com

Comments to be received by
August 10, 2000
DULLES CORRIDOR RAPID TRANSIT PROJECT

PUBLIC PARTICIPATION OPPORTUNITIES

Official Scoping Comments are Due on Thursday, August 10, 2000

The Federal Transit Administration (FTA), Virginia Department of Rail and Public Transportation (DRPT), and Washington Metropolitan Area Transit Authority (WMATA) are preparing an Environmental Impact Statement (EIS) for the Dulles Corridor Rapid Transit Project. We would like to hear from you. Please select the format that is most convenient for you from the list below.

❖ Call the Project INFO Line:
   1-888-566-7245
   TTD: 202-638-3780

❖ Visit the WMATA Web Site:
   http://www.wmata.com
   Under System Expansion & Dulles

❖ Send an E-mail:
   dullescorridor@aol.com

❖ Write to:
   Dulles Corridor Rapid Transit Project
   1550 Wilson Boulevard, Suite 300
   Arlington, Virginia 22209

In addition, informational materials can be obtained from the locations listed on the back of this sheet.
Appendix J-4

Scoping Meetings Announcements
Dear Study Participant:

The Dulles Corridor Rapid Transit Project is about to get underway! You are cordially invited to participate in the early stages of the study to determine the range of actions, alternatives, and impacts to be considered in an environmental impact statement. This process, known as "scoping," is intended to ensure that issues are identified early and are properly studied. Public scoping meetings will be held in three geographic areas within the Dulles Corridor in order to provide locations convenient to you. You are encouraged to attend a scoping meeting in your area. Below are the meeting locations and dates. Please refer to the attached Scoping Information Packet for directions.

TYSONS CORNER AREA
Date: Tuesday, July 25, 2000, 7 to 10 PM
Location: George C. Marshall High School, 7731 Leesburg Pike, Falls Church, Virginia 22043

RESTON/HERNDON/WOLFTRAP
Date: Wednesday, July 26, 2000, 7 to 10 PM
Location: Langston Hughes Middle School, 11401 Ridge Heights Road, Reston, Virginia 20191

DULLES AIRPORT/LOUDOUN COUNTY
Date: Thursday, July 27, 2000, 7 to 10 PM
Location: Ashburn Elementary School, 44052 Fincastle Drive, Ashburn, Virginia 20147

The Dulles Corridor Rapid Transit Project is sponsored by the Virginia's Department of Rail and Public Transportation (VRAP) in conjunction with the Federal Transit Administration (FTA) and Washington Metropolitan Area Transit Authority (WMATA).

If you have any questions, please call the project INFO line at 1-888-566-7245 or send an email message to dullescorridor@doit.com.
News from the Dulles Corridor Rapid Transit Project

Draft Environmental Impact Statement J.4-2 Dulles Corridor Rapid Transit Project

For immediate release  Contact: Leonard Aldekon, WMATA, (703) 247-6541

Dulles Corridor Rapid Transit Project Kicks Off Environmental Impact Statement Begins; Public Scoping Meetings Scheduled for Late July

Arlington, Virginia, July 6, 2000. Rapid transit in Northern Virginia’s Dulles Corridor is moving one step closer to reality. An Environmental Impact Statement (EIS) will evaluate alternatives for improving transit access and mobility in the 24-mile Dulles Corridor, from Tysons Corner to Washington Dulles International Airport and into Loudoun County. Three scoping meetings – one each in Tysons Corner, Reston, and Ashburn – will be held the last week of July 2000 to obtain public input.

The EIS process will examine a range of alternatives including “no-build,” “transportation systems management,” and “build,” as well as any other reasonable alternatives suggested during the scoping process. “Transportation systems management” includes expanded local and express bus service and Park ‘n’ Ride lots in Fairfax and Loudoun Counties, as well as possible use of new technologies, such as electronic fare payment and automated traveler information services. “Build” alternatives include:

- Bus rapid transit for the full length of the corridor (between West Falls Church Metro and Route 772 in Loudoun County), developed to permit phased conversion to Metrorail;
- Metrorail between the Orange Line and Tysons Corner, plus bus rapid transit between Tysons Corner and Route 772 (developed to permit phased conversion of BRT to Metrorail); and
- Metrorail for the full length of the Corridor.

In conducting the EIS, the lead agencies – the U.S. Department of Transportation’s Federal Transit Administration (FTA), the Virginia Department of Rail and Public Transportation (DRPT), and the Washington Metropolitan Area Transit Authority (WMATA) – will evaluate all environmental, social, and economic impacts of various alternatives. They will look at land use, zoning, and economic development; visual and aesthetic qualities; neighborhoods and communities; construction impacts, land acquisition, displacement, and possible relocations; air quality; cumulative impacts; and other issues.

The public is invited to scoping meetings to be held in late July, from 7:00 to 10:00 p.m.:

- Tuesday, July 25, 2000, George C. Marshall High School, 7731 Leesburg Pike, Falls Church, Virginia 22043. (Accessible by Metrobus.)
- Wednesday, July 26, 2000, Langston Hughes Middle School, 11401 Ridge Heights Road, Reston, Virginia, 20191. (Accessible by RIBS bus.)
- Thursday, July 27, 2000, Ashburn Elementary School, 44062 Fincastle Drive, Ashburn, Virginia 20147.

All locations are accessible to persons with disabilities. Persons needing other assistance such as a sign language interpreter should call 1-888-566-7245 (TDD: 202/638-3780) by July 17, 2000. For more information, members of the public are invited to call the toll-free information line at 1-888-566-7245.

Between now and 2001, the study team will produce a draft EIS, which will be made available for public and agency review and comment. Public hearings on the Draft EIS will then be held. On the basis of comments received, a locally preferred alternative will be selected in the final EIS.

############################################################
DRAFT COPY FOR CABLE TV "BULLETIN BOARD" NOTICES

(Note: these notices must be as brief as possible as they appear on a TV screen for just ten seconds or so at a time - most people see them while channel-surfing. There is no charge to post these notices!)

(For Fairfax Cable Access TV Channel 37, reaching all of Fairfax county):

DULLES CORRIDOR RAPID TRANSIT PROJECT
PUBLIC SCOPING MEETINGS
JULY 25 – MARSHALL HIGH SCHOOL, TYSONS CORNER
JULY 26 – HUGHES MIDDLE SCHOOL, RESTON
MEETINGS BEGIN AT 7:00 PM
FOR MORE INFORMATION, CALL 1-888-566-7245

(For Comcast Cable, reaching Reston only)

DULLES CORRIDOR RAPID TRANSIT PROJECT
PUBLIC SCOPING MEETING
JULY 26 – HUGHES MIDDLE SCHOOL, RESTON
MEETING BEGINS AT 7:00 PM
FOR MORE INFORMATION, CALL 1-888-566-7245

(For Adelphia Cable, reaching Loudoun County only)

DULLES CORRIDOR RAPID TRANSIT PROJECT
PUBLIC SCOPING MEETING
JULY 27 – ASHBURN ELEMENTARY SCHOOL
MEETING BEGINS AT 7:00 PM
FOR MORE INFORMATION, CALL 1-888-566-7245
Appendix J-5

Libraries and Community Centers
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<tr>
<td>Arlington Central Library</td>
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<tr>
<td>1015 North Quincy Street</td>
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<td>Lovettsville Library</td>
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<td>12 North Light Street</td>
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<tr>
<td>120 Cherry Street</td>
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Appendix J-6

Stakeholders Meetings Summary and List of Attendees
APPENDIX J-6: STAKEHOLDER MEETINGS SUMMARY AND LIST OF ATTENDEES

STAKEHOLDER MEETINGS SUMMARY

General stakeholder meetings were held on December 12, 13, and 14, 2000 for the Tysons Corner area; the Wiehle Avenue, Reston Parkway, Herndon-Monroe, and Route 28 areas; and the Route 606 and Route 772 areas (which include the proposed bus maintenance facility and rail yard locations). A total of 159 stakeholders were invited to attend the meetings and approximately 60 attended. The issues and concerns that were raised for each station area are summarized below.

Tysons East
Most discussion centered on coordinating the station access points with planned development (especially the new Capital One building) and locations where possible development could occur. Concerns were also raised about providing grade-separated pedestrian access across Route 123, because of the many vehicle-pedestrian accidents in the vicinity of the proposed station. The image or appearance of the station was another issue discussed. Representatives of Capital One asked for the station to have a modern look that would be compatible with their building.

In December 2000, Alignments T11 and T8 were still under consideration, and stakeholders had several comments on these alternatives. Some stakeholders were concerned about the collocation of the stations on the Alignment T11 loop, and others thought the Beltway station on the loop would create the opportunity for parking which would not be available at the Tysons East station. Several stakeholders voiced support for Alignment T8 with a station at Spring Hill Road (and no other Tysons stations). They felt that the shuttle bus service from the Spring Hill Road Station would provide better accessibility to Tysons Corner.

Tysons Central A
Most of the discussion focused on how this station would be connected to surrounding development. Some stakeholders questioned whether the station could be moved slightly to provide better opportunities for station access to adjacent development. The joint development opportunities in the station vicinity were also discussed.

Tysons Central B
Stakeholders had concerns about parking locations for the station and the possibility of parking being taken away from adjacent buildings. Other issues discussed included efforts to minimize the station footprint, access to adjacent developments, joint development opportunities, and the visual impacts of the aerial structure.

Tysons Central C
Concerns with this station included lack of information regarding development plans for the surrounding area which prevents determination of the best locations for station touchdowns.

Tysons Central and Tysons Central D
Discussions focused on coordinating the station location and station access points with proposed development on the north and south side of Route 123. Stakeholders expressed a desire to shift the Tysons Central Station to the east (to the Tysons Central Alternative location) to provide better connection opportunities.
Tysons West
Stakeholders expressed concern about vehicle circulation in the vicinity of the station. Also, discussion touched on improving pedestrian friendliness and circulation. Parking at the station was the subject of conflicting opinions. Some stakeholders felt that parking would generate additional traffic in Tysons Corner. Others felt that a parking facility was needed here to help support the transit investment. Additional comments included the need to maintain access to area service roads, and the possibility of joint development and redevelopment in the station vicinity. An auto dealer commented that he did not wish to redevelop his property or pay for access between his property and the station.

Wolf Trap Farm Park
Stakeholders were concerned that a special-use station might eventually be turned into a general-use station. Additional concerns were visual and noise impacts on Wolf Trap, and the potential for impacts on nearby residences.

Wiehle Avenue
Comments centered on the provision of access to the east side of the Wiehle Avenue interchange. Some people advocated moving the station under the overpass, while others suggested providing pedestrian bridges from the current station location to the east side of Wiehle Avenue. Several stakeholders thought that the costs associated with reconstructing the Wiehle Avenue overpass to accommodate a station shift would be justified. Other stakeholder comments were related to joint development potential with a garage at the station park-and-ride facility, and a suggestion that WMATA actively encourage a shift to more pedestrian-oriented development in the station vicinity.

Reston Parkway
Stakeholder comments about the Reston Parkway Station were related to the possibility of moving the station under the overpass to provide access to east side of Parkway. Some stakeholders suggested that the overpass could be modified to accommodate the station during the planned Parkway widening project. Another suggestion was that the station be relocated to more directly serve Reston Town Center because the current station location does not meet the demand at Reston Town Center. One stakeholder questioned whether WMATA was considering holding design competitions for the stations.

Herndon-Monroe
Some stakeholders questioned whether the station could be shifted to the west. Other participants were interested in the possibility of providing access from both ends of the station, and the possibility of retail development near existing parking structures.

Route 28
Most comments were related to planned commercial and residential development in Dulles Corner and ways to provide access to the station from the various developments. One stakeholder suggested that the Route 28 BRT facility be convertible to a rail station.

Route 606
Comments for this station were fairly limited. Stakeholders in the vicinity of the Route 606 Station had questions related to accessing the south side of the Greenway, parking, and joint development potential for the station access facilities.
Route 772
Stakeholders inquired about the joint development potential at the site identified for station park-and-ride facilities, and also asked about the quantity of parking.

Team members continue to meet with affected stakeholders to provide project updates and to discuss stakeholders’ properties, proposed projects, station locations, and other relevant issues.

Stakeholder Meetings Attendees

Antigone Realty
Arltec, Inc.
Boston Properties, Inc.
Capitol One
Center for Innovative Technology
Charles E. Smith, Inc.
Cherner Lincoln Mercury
Cinnamon Creek Homes Association
Crimson Properties
Dulles Corridor Rail Association
DynCorp
Fairfax County Board of Supervisors, Providence District
Fairfax County Dulles Corridor Land Use Task Force
Greenebaum & Rose
Hilton McLean Tysons Corner
HRI Associates
JBG
Lerner Development
Lillian Court Condominium
LINK
Marriott-Dulles
McGuire Woods Consulting
McLean Citizens Association
Moore Cadillac
MWAA
National Air and Space Museum Dulles Center
National Park Service
Northern Virginia Regional Park Authority
Regency at McLean
Reston Association
Reston Citizens Association
Reston Sheraton Development
Reston Town Center Development
Route 772 Developer
Royco, Inc.
SGM Group, Inc.
Studley
TerraBrook
The Rotonda
Toll Brothers
Trammel Crow Company
TRIP II
TRW
Tysons Corner Center
Washington Airports Task Force
West*Group
Wolf Trap Foundation
APPENDIX J-7: PUBLIC INFORMATION MEETINGS ANNOUNCEMENTS

Dulles Corridor Rapid Transit Project

Radio PSA

For immediate release – air between now (January 24, 2001) and February 1, 2001

RAIL TO DULLES IS NOW BEING PLANNED. FIND OUT WHAT’S IN STORE BY ATTENDING A PUBLIC MEETING IN YOUR NEIGHBORHOOD. STATE OFFICIALS AND MEMBERS OF THE STUDY TEAM WILL MEET WITH THE PUBLIC ON TUESDAY, JANUARY 30TH, AT MARSHALL HIGH SCHOOL IN TYSONS CORNER . . . WEDNESDAY AT HUGHES MIDDLE SCHOOL IN RESTON . . . AND THURSDAY AT ASHBURN ELEMENTARY SCHOOL IN ASHBURN. EACH MEETING STARTS AT 7:00 P.M. TO FIND OUT MORE, CALL 1-888-566-7245. THAT’S 1-888-566-7245.
CABLE TV NOTICES PUBLIC MEETINGS JANUARY/FEBRUARY 2001

(For Fairfax Cable Access TV Channel 37, reaching all of Fairfax County):

DULLES CORRIDOR RAPID TRANSIT PROJECT
PUBLIC MEETINGS
JANUARY 30 – MARSHALL HIGH SCHOOL, TYSONS CORNER
JANUARY 31 – HUGHES MIDDLE SCHOOL, RESTON
MEETINGS BEGIN AT 7:00 PM
FOR MORE INFORMATION, CALL 1-888-566-7245

(For Comcast Cable, reaching Reston only):

DULLES CORRIDOR RAPID TRANSIT PROJECT
PUBLIC MEETING
JANUARY 31 – HUGHES MIDDLE SCHOOL, RESTON
MEETING BEGINS AT 7:00 PM
FOR MORE INFORMATION, CALL 1-888-566-7245

(For Adelphia Cable, reaching Loudoun County only):

DULLES CORRIDOR RAPID TRANSIT PROJECT
PUBLIC MEETING
FEBRUARY 1 – ASHBURN ELEMENTARY SCHOOL
MEETING BEGINS AT 7:00 PM
FOR MORE INFORMATION, CALL 1-888-566-7245

News from the
Dulles Corridor Rapid Transit Project

For immediate release

Contact: Leonard Alfredson,
WMATA, (703) 247-6541

Dulles Corridor Rapid Transit Project
To Present Alternatives at Public Meetings

Arlington, Virginia, January 11, 2001. The Dulles Corridor Rapid Transit project will hold three public meetings in Northern Virginia, January 30 - February 1, 2001, to present alternatives under study for station locations, technologies, access points, and alignments.

Federal, state, and local officials are developing an Environmental Impact Statement (EIS) and evaluating alternatives for improving transit access and mobility in the Dulles Corridor, from Tysons Corner to Washington Dulles International Airport and Loudoun County. The lead agencies are: the Federal Transit Administration (FTA), the Virginia Department of Rail and Public Transportation (DRPT), and the Washington Metropolitan Area Transit Authority (WMATA).

The schedule for the meetings is as follows:

Tuesday, January 30, 2001 (snow date: February 13, 2001), George C. Marshall High School, 7731 Leesburg Pike, Falls Church, Virginia 22043.

Wednesday, January 31, 2001 (snow date: February 7, 2001), Langston Hughes Middle School, 11401 Ridge Heights Road, Reston, Virginia 20191.

Thursday, February 1, 2001 (snow date: February 6, 2001), Ashburn Elementary School, 44062 Fincastle Drive, Ashburn, Virginia 20147.

Each meeting will begin with an open house at 7:00 p.m., followed by a presentation from 7:30 to 8:30 p.m. The project team will also be available after the presentation to answer your questions. The full range of alternatives under study can be found on the project website, www.dullestransit.org.

All meeting locations are accessible to persons with disabilities. Persons needing other assistance, such as a sign language interpreter should call 1-888-566-7245 (TTD: 202-638-7780) by January 19, 2001. In case of inclement weather, meetings will be cancelled if the schools are closed. Please listen to your local TV or radio station to learn about school closings.

#
APPENDIX J-8: PUBLIC INFORMATION MEETINGS HANDOUTS

Dulles Corridor Rapid Transit Project

PUBLIC INFORMATION MEETING

Name: ____________________________
Address: ___________________________
City: __________ Zip: __________

YOUR COMMENTS ARE ENCOURAGED! Public comments during the study will be considered in the decision making process. Please take a few minutes to give us your suggestions by completing this comment sheet and returning it to a study team member or mailing it to Dulles Corridor Rapid Transit Project, 1550 Wilson Boulevard, Suite 300, Arlington, VA 22209.

1. Scoping Process: Please provide any comments you may have on the results of the Scoping Process.
   Please comment:
   ____________________________
   ____________________________

2. Tysons Alternatives: Please provide any comments you may have on the Tysons Corner area alternatives.
   Please comment:
   ____________________________
   ____________________________

3. Dulles Airport Access Road (DAAR) Alternatives: Please provide any comments you may have on the DAAR – Wiehle Avenue, Reston Parkway, Herndon-Monroe, and Route 28 area alternatives.
   Please comment:
   ____________________________
   ____________________________

4. Loudoun Alternatives: Please provide any comments you may have on the Loudoun – Route 606 and Route 712 area alternatives, including the bus maintenance facility and rail yard.
   Please comment:
   ____________________________
   ____________________________

COMMENT SHEET 2
DULLES CORRIDOR RAPID TRANSIT PROJECT
PUBLIC PARTICIPATION OPPORTUNITIES

The Federal Transit Administration (FTA), Virginia Department of Rail and Public Transportation (DRPT), and Washington Metropolitan Area Transit Authority (WMATA) are preparing an Environmental Impact Statement (EIS) for the Dulles Corridor Rapid Transit Project. We would like to hear from you. Please select the format that is most convenient for you from the list below.

- Call the Project INFO Line: 1-888-305-7745
  TDD: 202-636-3780
- Visit the Project Website: www.dulles transit.com
- Send an E-mail: dullescorridor@aol.com
- Write to: Dulles Corridor Rapid Transit Project 1550 Wilson Boulevard, Suite 300 Arlington, Virginia 22209

In addition, informational materials can be obtained from the locations listed on the back of this sheet.
Dulles Corridor Rapid Transit Project

Project Status

Leonard E. Alfredson, P.E.
Senior Project Manager
Washington Metropolitan Area Transit Authority

Karl Robrter, AICP
Project Manager
Virginia Department of Rail and Public Transportation

January 30 and 31, 2001
February 1, 2001

Meeting Format and Agenda

◆ Format
  → Public Information Meeting
  → Open House

◆ Agenda
  → Project Background
  → Recommendations of Initial Screening
  → Financial Planning Update
  → Next Steps
  → Open House

Purpose and Need

◆ Dulles Corridor projected to grow very rapidly
◆ Travel in corridor estimated to almost double by 2020
◆ Currently planned highway improvements only maintain existing levels of service
◆ Corridor cannot accommodate additional highway construction
Project Goals

◆ Improve Transportation Service Levels  
◆ Support Development Plans for the Dulles Corridor  
◆ Protect the Environment  
◆ Use Funds Efficiently and Ensure Financial Feasibility  
◆ Distribute Impacts Equitably

Implementation Schedule

◆ BRT 2003-2005  
◆ Tysons Rail 2006  
◆ Full Rail 2010

PE/NEPA Alternatives

◆ No-Build  
◆ Transportation System Management (TSM)  
◆ Build  
  – Bus Rapid Transit (BRT)  
  – BRT/Metrorail  
  – Metrorail

PE/NEPA Schedule
PE/NEPA Scoping

◆ Extensive notification for public and agency involvement
◆ Over 400 participants in three public scoping meetings (July 25-27, 2000)
◆ Over 30 participants in agency scoping meetings

Initial Alternatives for Development and Evaluation

◆ Alternative Modes
◆ Alternative Lines
◆ Alternative Stations
◆ Ancillary Facilities
◆ Evaluation will screen out impractical and uneconomical alternatives

Results of Scoping

◆ Comments from over 300 parties
◆ Various alternatives proposed for consideration under PE/NEPA
◆ Additional issues identified

Alternatives Evaluation Process
**Tysons Corner: Major Investment Study (MIS) Alignment and Variations**

- **T6 T1 with 4th Station**
- T6 Alignment Recommended for Further Study

- **T7 Route 7 Alternatives**
- T7 Alignment Recommended for Elimination

**Rationale for Elimination**

- Does not effectively serve Tysons Corner
- Metrorail Construction Along Rt. 7 Inconsistent with Fairfax County Comprehensive Plan
Tysons Corner: Major Investment Study (MIS) Alignment and Variations

- T1, T6, T9 Alignments Recommended for Further Study
- T7 Alignment Recommended for Elimination

Tysons Corner: Loop Alignment and Variations

- T2 Alignment Recommended for Further Study

Tysons Corner: Loop Alignment and Variations

- T4 Alignment Recommended for Further Study
Tysons Corner: Loop Alignment and Variations

- T5 Alignment Recommended for Further Study

Rationale for Elimination

- Higher Cost
- Greater Impacts
- Little Travel Time Savings for Passengers

Tysons Corner: Loop Alignment and Variations

- T10 Alignment Recommended for Elimination

Tysons Corner: Loop Alignment and Variations

- T2, T4, T5 Alignments Recommended for Further Study
- T10 Alignment Recommended for Elimination
**Rationale for Elimination**

- Service to Tysons Corner Interior to Other Loop Alignments
- Higher Cost with No Increase in Benefits
- Beltway Connection to Orange Line (B1) Eliminated

**Tysons Corner: DAAR Alternative with Feeder System**

- T8 Alignment Recommended for Elimination

**Tysons Corner: Beltway Connection**

- B1, T11 Alignments Recommended for Elimination

**Rationale for Elimination**

- Higher Cost
- Potential for Conflicts with Transit and Highway Improvement Plans
Rationale for Elimination

- Analyzed During MIS; Eliminated Due to Lower Ridership and Impacts at Spring Hill Road Station
- Assumptions Still Valid

Rationale for Elimination

- Impacts the W&OD Railroad Regional Park (W&OD Trail)
- Parkland Is Protected Under Federal Law

Mid Corridor Alignments

- D1 Alignment Recommended for Further Study
- D2 Alignment Recommended for Elimination

Airport Alignment

- A1 Alignment Recommended for Further Study
Loudoun County Alignment

- L1 Alignment Recommended for Further Study

Rationale for Elimination

- Connects Three Projects Included in Various Regional Plans as Separate Projects

Connections to Future Transit Improvements

- S1 Alignment Recommended for Elimination
- T3 Alignment Recommended for Suspension, Continued Coordination

Rationale for Suspension

- Evaluation of Transit Improvements in Beltway Corridor Ongoing — No Decisions Made About Alignment or Mode
- Continue Coordination with Agencies and Study Teams So Project Does Not Preclude Future Transit Improvements in the Beltway Corridor
Connections to Future Transit Improvements

- S1 Recommended for Elimination
- T3 Recommended for Suspension, Continued Coordination

Alternative Stations

- Addition of Route 28 BRT Station
- BRT/Metrorail Transfer at Tysons
- Tysons East and West Stations With Third Track
- Relocation of Tysons Central Station
- Wolf Trap Farm Park Station
- Removal of Wiehle Avenue Station
- Addition of Hunter Mill Road Station
- Relocation of Wiehle and Reston Town Center Stations
- Accommodation of Route 28 Transit Station

Maintenance Facility and Storage Yard Locations

- Thirteen Possible Sites Screened
- Two General Locations Recommended for Further Study
  - Near Route 606 Interchange
  - South End of Airport Property
### Initial Screening Summary

<table>
<thead>
<tr>
<th>CARRY FORWARD FOR ADDITIONAL ANALYSIS</th>
<th>ELIMINATE IN INITIAL SCREENING</th>
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<tr>
<td>• Bus Rapid Transit (BRT)</td>
<td>• Personal Rapid Transit (PRT)</td>
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<td>• Light Rail Transit (LRT)</td>
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<td>• Monorail</td>
<td>• Feeder to Metrorail Stations</td>
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<td>• Service to West Falls Church Station (O2)</td>
<td>• Partial Double Track Loop (T10)</td>
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<td>• Large Aerial Loop (T11)</td>
<td>• Service to Reston Town Center (O2)</td>
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<td>• Beltway Access to Tysons (B1)</td>
<td>• Beltway Access to Tysons (B1)</td>
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<td>• Route 28 Connection (S1)</td>
<td>• Interface with Beltway Line (T3)</td>
</tr>
<tr>
<td>• Interface with Tysons Feeder System (T8)</td>
<td>• Interface with Tysons Feeder System (T8)</td>
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### Agency Coordination

- Federal
  - Advisory Council on Historic Preservation
  - Federal Aviation Administration (FAA)
  - Federal Emergency Management Agency (FEMA)
  - Federal Highway Administration (FHWA)
  - Federal Transit Administration (FTA)
  - National Air & Space Museum Dulles Center
  - National Capital Planning Commission
  - National Oceanic and Atmospheric Administration (NOAA)
  - National Park Service (NPS)
  - Office of Management and Budget (OMB)
  - Office of the Secretary (OS)
  - U.S. Army Corps of Engineers (USACE)
  - U.S. Coast Guard
  - U.S. Department of Housing and Urban Development (HUD)
  - U.S. Department of Interior
  - U.S. Environmental Protection Agency (EPA)
  - U.S. Fish & Wildlife Service

- Regional
  - Metropolitan Washington Airports Authority
  - Metropolitan Washington Council of Governments (MWCOG)
  - Northern Virginia Regional Council
  - Northern Virginia Regional Park Authority
  - Northern Virginia Transportation Commission
  - Washington Metropolitan Area Transit Authority (WMATA)

- Local
  - Arlington County
  - Arlington County Department of Public Works
  - City of Falls Church
  - Fairfax County
  - Fairfax County Department of Planning and Zoning
  - Fairfax County Department of Transportation
  - Fairfax County Economic Development Authority
  - Fairfax County Park Authority
  - Fairfax County Water Authority
  - Loudon County
  - Loudon County Department of Building & Development
  - Town of Herndon
  - Town of Vienna

### Participation in Alternatives Development

- Public/Agency Scoping Meetings
- Technical Working Groups
- Stakeholder Meetings
- Presentations to Community Groups

### Funding Update

- Additional Commonwealth and Federal funding approved for the project in 2000
- $175 million now dedicated to project:
  - Commonwealth of Virginia - $83 M
  - Federal - $92 M
- Private participation being considered
PPTA Status

◆ 1995 Virginia Public-Private Transportation Act
◆ Two Proposals Submitted
◆ Teams Agreed to Merge
◆ First Step of Process Approved By CTB in February 2000
◆ Preparation of Detailed Proposal Underway

Next Steps

◆ February – Finalize Initial Alternatives Screening
◆ February – Begin Intermediate Screening
◆ March – Finalize Intermediate Screening
◆ Ongoing: Community and Agency Meetings
◆ Ongoing: Financial Planning

Other Activities

◆ Data Collection
◆ Traffic Analysis
◆ Noise Monitoring
◆ Natural Resources Survey
◆ HazMat Survey
◆ Operations Planning
◆ Ridership Modeling

Contact Information

◆ Written Comments:
  Mr. Leonard Alfredson, PE
  WMATA Project Manager
  Dulles Corridor Rapid Transit Project
  1550 Wilson Blvd., Suite 300
  Arlington, VA 22209

◆ Telephone: 1-888-566-7245
◆ e-mail: dullescorridor@aol.com
◆ Web: www.dullestransit.com
Appendix J-9

Media Outlets and Press Release
APPENDIX J-9: MEDIA OUTLETS AND PRESS RELEASE

This appendix includes a listing of the media outlets that have been notified with announcements of meetings and project milestones, as appropriate. This appendix includes a representative press release in English and Spanish.
Dulles Corridor Rapid Transit Project Media Outlets

Adelphia Cable (Loudoun County) United Press International WROX-FM
AP Daybook Univision WTEM-AM
AP News UPI Radio WTMV-TV
Asian Fortune Virginia Business WTOP-AM
Associated Press Virginia Parent News WTOP-AM (Sprawl & Crawl Report)
Bloomberg News WAGE-AM (Loudoun) WTOP-FM
Blue Ridge Leader WMU-Radio WTTG-TV
Bull Run/Old Bridge Observer WASHINGTON-FM WUSA-TV
Business Update (Greater Reston Chamber of Commerce) WASH-FM WWRC-Radio
C-Span Washington Afro American WZHF-AM
Comcast Cable Washington Blade Young DC
Community Voices (Prince William) Washington Business Forward
Connection Newspapers Washington Business Journal
Daily Record Washington Hispanic
Eastern Loudoun Times Washington Post
El Boletin
El Preguiro
El Tiempo Latino
Fairfax Cable Access
Fairfax Cable TV Channel 37
Fairfax Journal
Fairfax Newsletter
Falls Church News Press
Fauquier Times Democrat
Fredericksburg Freelance Star
Impacto
Iran Times
Journal Newspapers
La Nacion
La Voz Independiente
Leesburg Today
 Loudoun Easterner
 Loudoun Newsletter
 Loudoun Times Mirror
 Manassas Journal
Metro Herald
News Channel 8
NPR
Observer Newspapers
Pho No
Potomac News (Prince William)
Potomac Tech Journal
Real Estate Journal
Regardies
Richmond Times Dispatch/Northern VA
Bureau
Senior Beacon
Sun Newspapers
Telemundo TV
Tiempo del Mundo
Times Community Newspapers
For immediate release

DULLES CORRIDOR RAPID TRANSIT IS UNDER STUDY

Arlington, Virginia April 3, 2001 . . . . .The Dulles Corridor is undergoing rapid growth in both households and jobs. This growth has produced increases in traffic, decreased mobility, and more time consumed in travel. The Dulles Corridor will continue to grow, with the growth potentially degrading the air quality such that the region may not be able to meet federal air quality standards. For these reasons, federal, state, and local authorities are studying ways to improve public transportation in the region.

As part of this effort, the Federal Transit Administration (FTA), the Virginia Department of Rail and Public Transportation (DRPT), and the Washington Metropolitan Area Transit Authority (WMATA) have proposed the Dulles Corridor Rapid Transit Project to improve the public transit system in the corridor. To advance the project, they are preparing an Environmental Impact Statement (EIS) and are conducting preliminary engineering. An EIS is required for any major transportation project involving federal funding.

The Dulles Corridor Rapid Transit Project is evaluating the environmental, social, economic, and transportation effects of various transit alternatives. The potential effects include, but are not limited to, land use, zoning, and economic development; neighborhoods and communities; environmental justice; construction impacts; noise, vibration, and air quality; and energy.

In July 2000, the project team held a series of public meetings to invite public participation and determine the scope of the EIS, among other objectives. In January and February 2001, another series of public meetings was held to present alternatives for station locations, technologies, access points, and alignments. The project team detailed which alternatives were selected for further study and which alternatives were eliminated from further consideration. The full text of the team’s presentation is available on the project website, www.dullestransit.com.

Currently, project team members are going into the “field” to gather critical data. For example, one team is doing traffic counts. Another team is examining wetlands along the Dulles Greenway toll road in Loudoun County. Noise measurements are being taken at 27 different locations. The resulting data will be analyzed and documented in the EIS.

(continued)
Dulles Corridor Rapid Transit Project

Notificaciones de Proyecto de Transporte de Dulles

Póngase en contacto con Leonard Alfredson
WMATA, (703) 247-6541

Distribución Inmediata

EL AREA DEL AEROPUERTO DE DULLES ESTÁ BAJO ESTUDIO

El área del aeropuerto de Dulles está creciendo cada vez más debido a un aumento de la población que vive y trabaja en la misma. Este crecimiento ha producido un tráfico más denso que genera menor movilidad y mayor tiempo consumido en viaje. Este corredor continuará creciendo ocasionando cada vez mayores problemas en la calidad del aire, por lo que esta región podría dejar de reunir los estándares de calidad del aire dispuestos en las normas federales. Por esta razón, las autoridades locales, estatales y federales están estudiando la manera de mejorar el transporte público en la región.

Como parte de este esfuerzo, la Administración Federal de Tránsito (Federal Transit Administration), el Ministerio de Transporte Público del Estado de Virginia (Virginia Department of Rail and Public Transportation) y las autoridades de Tránsito del Área Metropolitana de Washington, DC (Washington Metropolitan Area Transit Authority) han presentado un Proyecto de Circuito Rápido en la región del aeropuerto de Dulles para mejorar el sistema de tránsito público. Además, están preparando un estudio sobre impacto ambiental (EIS) y están elaborando estudios preliminares de ingeniería. Los estudios de impacto ambiental son requeridos para todo proyecto de transporte que involucra fondos federales.

En el proyecto se evalúan varias alternativas en base a los efectos ambientales, sociales, económicos y de transporte. Los efectos potenciales incluyen, aunque no están limitados, el uso de la tierra, la zona y el desarrollo económico, barrios y comunidades, justicia ambiental, impacto en la construcción, ruidos, vibraciones y calidad del aire y energía eléctrica.

En Julio del año pasado, el grupo a cargo del proyecto realizó una serie de reuniones públicas convocando a todos los interesados a participar con el objeto de definir los temas básicos sobre los impactos en la región. En Enero y Febrero de este año, se realizó otra serie de reuniones públicas para presentar alternativas sobre ubicación de las estaciones de trenes (METRO), nuevas tecnologías, puntos de acceso y de conexión entre los trenes. El equipo que lidera el proyecto detalló las alternativas que fueron seleccionadas para estudiarlas más profundamente y cuales alternativas iban a ser descartadas. El texto completo de la presentación del equipo de estudio esta disponible en el website: www.dullestransit.com.

Actualmente, los miembros del equipo estarán haciendo estudios y recolección de datos en el área. Otro equipo está examinando las áreas fértiles a lo largo de la ruta Dulles Greenway toll en el Condado de Loudoun. Se tomaran medidas de ruidos en 27 localidades distintas. El resultado de la recolección de la información será analizada y documentada en el Estudio de Impacto Ambiental (EIS).
Si Ud. quiere emitir su opinión todavía este a tiempo. Puede obtener información sobre el proyecto en siete formas distintas. Puede visitar uno de los dos centros de información públicas.

Uno es el kiosco localizado en el Centro de Tysons Corner, en el nivel superior del mall cerca de Lord & Taylor. Pronto, se abrirá otro centro de información en Reston, y se localizará en el Spectrum Shopping Center en Reston Town Center (11946C Spectrum Center Drive, abajo de la tienda de Men's Wearhouse y al lado del Doubletree Salon). Para mayor información acerca de las horas de atención, por favor llame al 1-888-566-7245.

En estos centros de información, usted puede hablar con miembros experimentados en el proyecto, hacer preguntas a los diferentes líderes del proyecto, ver la página de internet del proyecto (www.dullestransit.com), mandar sus dudas por e-mail a miembros involucrados en el estudio (dullescorridor@aol.com), dejar sus datos para ser informado acerca de futuros eventos y reuniones públicas y también puede recibir información gratuita como libros acerca del proyecto, publicaciones semanales y mensuales, información acerca de presentaciones y exhibiciones pasadas, mapas, horarios de buses y reportes acerca del estudio.

Otras formas de revivir información son las siguientes:

Llamando a la línea de información general al 1-888-566-7245.


Mandando e-mail a dullescorridor@aol.com.

Escribiendo cartas o comentarios a Dulles Corridor Rapid Transit Project, 1550 Wilson Boulevard, Suite 300, Arlington VA 22209.
Appendix J-10

Project Information Center Flyer
APPENDIX J-10: PUBLIC INFORMATION CENTER FLYER

An informational flyer was developed and distributed to announce the opening of the Reston Information Center. The flyer was created to promote community awareness of the resources available at the center. The flyer was distributed to the following locations:

- Broadlands Visitors Center
- Eastern Loudoun Regional Library
- Fairfax City Regional Library, Virginia Room
- Great Falls Community Library
- Greater Reston Chamber of Commerce
- Herndon Community Center
- Herndon Fortnightly Library
- Reston Community Center
- Reston Regional Library
- Reston Town Center
- Sterling Library
- The Spectrum at Reston Town Center
- Tysons Corner Center Kiosk
The Reston Information Center for the Dulles Corridor Rapid Transit Project is open!

Please visit between 9:00 A.M. and 5:00 P.M., Monday thru Saturday.

Project INFO Line 1-888-566-7245
Project Web site www.dullestransit.com
APPENDIX K: AGENCY COMMENTS AND COORDINATION SUMMARY

This appendix lists the coordinating agencies for the project and includes a summary of the agency comments made about the Dulles Corridor Rapid Transit Project:

K-1: Coordinating Agencies
K-2: Agency Comments
Appendix K-1

Coordinating Agencies
APPENDIX K-1: COORDINATING AGENCIES

Federal
Federal Aviation Administration (FAA)
Federal Emergency Management Agency (FEMA)
Federal Highway Administration (FHWA)
National Air & Space Museum Dulles Center
National Capital Planning Commission
National Marine Fisheries Service
National Oceanic and Atmospheric Administration (NOAA)
National Park Service (NPS)
Office of Management and Budget (OMB)
U.S. Army Corps of Engineers (USACE)
U.S. Coast Guard
U.S. Department of Agriculture
U.S. Department of Housing and Urban Development (HUD)
U.S. Department of Interior
U.S. Environmental Protection Agency (EPA)
U.S. Fish & Wildlife Service

Regional
Metropolitan Washington Airports Authority (MWAA)
Metropolitan Washington Council of Governments (MWCOG)

State
Commonwealth Transportation Board
Virginia Department of Accounts
Virginia Department of Agriculture and Consumer Services
Virginia Department of Aviation
Virginia Department of Business Assistance
Virginia Department of Conservation and Recreation
Virginia Department of Emergency Management
Virginia Department of Environmental Quality
Virginia Department of Forestry
Virginia Department of Game and Inland Fisheries
Virginia Department of General Services
Virginia Department of Health
Virginia Department of Historic Resources
Virginia Department of Housing and Community Development
Virginia Department of Labor and Industry
Virginia Department of Mines, Minerals and Energy
Virginia Department of Planning and Budget
Virginia Department of Transportation (VDOT)
Virginia Development Partnership

State (continued)
Virginia Division of Energy Regulation
Virginia Institute of Marine Science
Virginia Marine Resources Commission
Virginia Outdoors Foundation
Virginia Port Authority
Virginia Railway Express
Virginia Transportation Research Council

Local
Arlington County
Arlington County Department of Public Works
City of Fairfax
City of Falls Church
Fairfax County
Fairfax County Department of Health
Fairfax County Department of Housing and Community Development
Fairfax County Department of Planning and Zoning
Fairfax County Department of Public Works and Environmental Services
Fairfax County Department of Transportation
Fairfax County Economic Development Authority
Fairfax County Fire and Rescue Department
Fairfax County Office of Community and Recreation Services
Fairfax County Office of Public Affairs
Fairfax County Office of the County Executive
Fairfax County Office of the Sheriff
Fairfax County Park Authority
Fairfax County Planning Commission
Fairfax County Police Department
Fairfax County Public Schools
Fairfax County School Board
Fairfax County Water Authority
Loudoun County
Loudoun County Department of Building & Development
Loudoun County Department of Planning
Northern Virginia Regional Commission
Northern Virginia Regional Park Authority
Northern Virginia Soil and Water Conservation District
Northern Virginia Transportation Commission
Potomac Rappahonock Transit Commission
Town of Herndon
Town of Vienna
APPENDIX K-2: AGENCY COMMENTS

FEDERAL

ADVISORY COUNCIL ON HISTORIC PRESERVATION

Don L. Klima, Director, Office of Planning and Review, Letter dated July 20, 2000:
- Comply with requirements of Section 106 of the National Historic Preservation Act and the Advisory Council On Historic Preservation’s implementing regulations (36 CFR Part 800). Coordinate environmental documents with the information necessary to initiate and complete the 106 process.
- FTA and WMATA should initiate coordination with the Virginia State Historic Preservation Officer as soon as possible and work closely with her.

FEDERAL AVIATION ADMINISTRATION

Frank Smigelski, Environmental Specialist, Comments from the December 17, 2001 Supplemental Rail Yard Study Pre-Scoping Meeting:
- The lease under which MWAA operates Dulles Airport requires 100% aeronautical use by the lease covenant.
- In addition, there are very strict regulations concerning the use of land purchased with FAA grants.

Frank Smigelski, Environmental Specialist, Comments from the January 22, 2002 Supplemental Rail Yard Study Scoping Meeting:
- FAA would have possible concerns releasing any Dulles Airport property.
- Development in the runway protection zone is not recommended.

Terry J. Page, Manager, Letter dated April 12, 2002 (in reference to a review draft of the Draft EIS):
- A rail yard sited on Dulles International Airport is not a desirable use of airport land. Rail yard Site 15, one of three remaining site alternatives, would be located on the airport. If it is determined through the EIS process that this site meets your operational needs and receives environmental approval, land will have to be acquired from the airport.
- The land on which Site 15 is located is dedicated airport property. The Metropolitan Washington Airports Authority (the Authority) is required to seek FAA approval for the release of any property dedicated for airport purposes as identified on the Exhibit “A” Property Map for the airport. Also, under the Federal Revenue Diversion Policy, FAA will be required to publish the intent to release this property in the Federal Register for 30 days to solicit public comments. The Authority would be required to obtain the fair market value in compensation for the property.
- We are also concerned with the comparison of environmental impacts for the three rail yard sites. Site 15 appears to have the greatest environmental impacts. In addition to the impacts quantified in the 95% DEIS, it appears that there would be additional impacts to resources. It appears that a swath would have to be cut through the forested wetlands and that additional fill, beyond the footprint of the pier footings, would have to be placed for construction access and perhaps track maintenance. We believe that these impacts should be quantified and presented in the DEIS.
- The graphics provided should be consistent. The Draft General Plans for Facilities show environmental resources on some drawings yet they are omitted on others. For example, sheet 922, Metrorail Yard Site 7 shows wetlands, waters and floodplains in the area while sheet numbers 925 depicting the Metrorail Yard Site 15 and sheet 926 depicting Metrorail Yard Site 20 do not show these environmental resources.
FEDERAL EMERGENCY MANAGEMENT AGENCY (REGION III)

Erik J. Rourke, Regional Hydrologist, Letter dated June 27, 2000
- If the proposed project will impact or relocate existing streams, you must apply for a Conditional Letter of Map Revision prior to construction.
- Comply with Executive Order 11988.

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

Craig Gillis, Facilities Program Specialist, Comments from the January 22, 2001 Supplemental Rail Yard Study Scoping Meeting:
- With regard to Site 16, about a third of the property is being transferred to MWAA and a new NOAA test bed facility is being built on the remainder of the property. A portion of the site is used for a balloon launch area and a weather station, which require area free from buildings and structures.

SMITHSONIAN’S NATIONAL AIR AND SPACE MUSEUM (NASM)

Lin Ezell, Program Coordinator for Smithsonian’s National Air and Space Museum (NASM), Steven F. Udvar-Hazy Center, Comments from a January 17, 2001 facilities planning meeting with the project team:
- The Smithsonian planned to retain the southern portion of their site for future development. Possibility of direct Metrorail service may be enough to cause the Smithsonian to consider a WMATA proposal to site the storage yard and maintenance facilities there.
- Based on preliminary data collection during environmental work for the NASM Dulles Center, there is likely to be significant wetlands and drainage issues at the north end of the site near Cain Branch.
- Development on the site could raise concerns from an adjacent landowner (Avion), which operated a Research and Development corporate campus immediately west of the Smithsonian site.

UNITED STATES ARMY CORPS OF ENGINEERS (USACE)

Cynthia Wood, Comments from the June 11, 2001 Agency Coordination Meeting:
- Submit wetland delineation maps been submitted to the USACE for verification.
- Project team should use the USACE’s wetlands delineation for the airport property.
- The south side of the Dulles Greenway is the better station location for the Route 772 Station.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA)

Peter Stokely, Comments from the June 11, 2001 Agency Coordination Meeting:
- Document whether the project will result in an improvement in congestion on the Dulles Toll Road and other roadways.

UNITED STATES DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE

William J. Crockett, Director, Wolf Trap Farm Park, Letter dated August 9, 2000:
- Potential noise impacts and appropriate mitigation should receive consideration in all alternatives. Other concerns related to a full-time, full-service Metrorail station next to Wolf Trap: land availability, noise, traffic, and other potential conflicts with the park.
- Trap Road Bridge greatly affects traffic circulation in the park and in the neighboring community. Should any of the build alternatives require replacement of this bridge, involve the National Park Service in the redesign.

**William J. Crockett, Comments at an April 24, 2001 meeting with project team members:**
- Build transit improvements not to preclude the construction of a Wolf Trap Farm Park Station at a future time.
- Evaluate visual and noise impacts to the park.

**William J. Crockett, Director, Wolf Trap Farm Park, Comments from the June 11, 2001 Agency Coordination Meeting:**
- Coordinate with the Wolf Trap Foundation on the proposed substation and ponds. The substation may be on the education center parcel.

**REGIONAL**

**METROPOLITAN WASHINGTON AIRPORTS AUTHORITY**

**Representatives’ comments at the April 21, 2000, and August 14, 2000 agency interviews:**
- The programmed underground passageway between the proposed north-side parking structure and the Airport’s terminal is designed to span a future station of two tracks and one platform.
- A future people mover should be accommodated below the underground passageway and above the Metrorail station.
- WMATA and the Airports Authority will investigate a station alternative of three tracks and two platforms, comparable to National Airport.
- WMATA should coordinate with the State Historic Preservation Officer through the Airports Authority with regard to the historic resources of the Dulles Airport terminal.
- WMATA should evaluate mined tunneling in lieu of cut-and-cover construction in order to minimize disruption to the ground transportation facilities and operations.
- The future program of airport property use will likely preclude the siting of the rail yard within the property.

**William C. Lebegern, Manager, Planning Department, Letter dated August 10, 2000**
- While it may be appropriate for the BRT Alternative to have multiple stops at Washington Dulles International Airport, there should be only one airport rail station.
- The airport station should be immediately adjacent to the terminal.
- Some ability to operate multiple routes on the rail line with different eastern termini is of interest. For example, interlacing trains going into and through the District of Columbia with trains that terminate in Tysons Corner or on the Virginia portion of the Orange Line may yield system benefits. This requires some turn-back such as would be provided in the Tysons “loop” concept.
- The Route 606 station, on airport property, offers an acceptable location for a major commuter park-and-ride facility for the western portion of the rail alignment. Such a facility is vital to the optimal operation of the Dulles Corridor Rapid Transit Project.
- Any concept that fails to deliver a minimum of 6,000 to 7,000 automobile parking spaces in relative proximity to a Route 606 Station will fail to meet our mutual interests for a station at this location.
- There should be a ban on overnight parking Route 606 Station.
Development of transit storage and maintenance facilities on airport property is problematic for a number of reasons. Refer to FAA rules and the Dulles Land Use Plan. In addition, much of the undeveloped land is wetlands.

Note the Dulles Terminal’s historic designation to the National Register of Historic Places. Observe provisions protecting viewsheds toward the terminal.

Implementation of BRT at Dulles should be coordinated with the Authority to maintain vehicle and pedestrian traffic flow at the curb. Do not allow the facilities and boarding area required for pre-paid boarding to restrict circulation of passengers on the sidewalk outside the terminal.

Coordinate the Dulles Airport Station with planned underground facilities.

Make provisions for a future landside people mover at the Dulles Airport Station.

Please provide information about the construction techniques and impacts anticipated by the airport station as soon as possible.

Coordinate the proposed transit improvements with the Authority’s program to improve the airport road network.

Compare the impacts of tunneling vs. cut-and-cover Metrorail construction methods on Dulles Airport traffic and operations.

Alternative rail alignments located adjacent to the rental car companies should be resolved early in the EIS process.

Only some of the proposed median station locations in Fairfax County have been provided for with “bubbles” in the DAAR/Dulles Toll Road. At least one, perhaps two, stations will require reworking the DAAR/Dulles Toll Road to accommodate the proposed stations.

Preliminary engineering for the transit improvements will need to take into consideration that the DAAR will be widened to six lanes.

It may be prudent to preserve the median adjacent to Tysons Corner between Route 123 and Route 7 for a future use beyond the proposed project.

The Dulles Airport property, including the Dulles Access Road and the Dulles Connector, is owned by the U.S. DOT and leased to MWAA. An easement from the Authority or similar agreement will be required for the proposed project.

Representatives at the November 2, 2000 BRT Station Planning at Dulles International Airport Meeting with project team members:

- The only space available for a BRT stop is at the east end of the terminal.
- Bus staging would have to be accommodated away from the curb.
- Determine if you will provide staff at the airport to provide passenger assistance.
- Any construction of facilities (even if temporary) would require coordination and approval for historic/aesthetic issues.
- The BRT stop may need to be relocated during some phases of future MWAA roadway improvement projects.
- Consider eliminating the terminal stop and utilize airport shuttles to a remote BRT stop.
- MWAA has never requested an employee stop.

Mike Hackett, Comments from the November 30, 2000 Technical Working Group L (Loudoun County) Meeting:

- Wetland and stream issues could automatically eliminate a possible yard site from further consideration.
The airport noise contours should be an important consideration when analyzing possible sites. It might be advisable to put two relatively loud noise uses close together.

Indicate what the uses will be for the Western Regional Park-and-Ride facility under a phased BRT/Metrorail implementation plan.

Representatives at the January 4, 2001 Facilities Planning at Dulles International Airport Meeting with project team members:

- A stub alignment at the airport is not appealing because it may lead to decreased airport service.
- A station along the front of the terminal is preferable to a station beside and lateral to the terminal.
- If a storage and maintenance site is selected that requires a yard lead on the south end of the airport property, MWAA prefers an alignment that follows Route 28 instead of going through the airfield.
- An elevated alignment at the airport would be problematic because of the terminal is considered historic property.

Representatives at the February 23, 2001 Special MWAA Dulles Airport Coordination Meeting:

- Any new station design concepts at the Wiehle and Reston Parkway station locations should be consistent with the design concepts in the Sverdrup “bubble” study that was developed in the mid-1990s.
- With regard to locating storage yard and maintenance facilities on the MWAA and NASM site, consider noise impacts to Sully Plantation, the potential impacts to church property, and note that having occupied facilities in the airport extended approach/clear zone is not permitted.
- Plans for an alignment in Route 28 would have to take into consideration the MWAA high-tension lines along the eastern shoulder of Sully Road and the “fuel farm” alongside of Route 28.

Representatives at the April 10, 2001 MWAA Dulles Airport Coordination Meeting #8:

- There is concern about any use of the existing Ground Transportation Center (GTC) space for BRT because of passenger flows, and bus and taxi services.
- MWAA prefers the dual door concept for BRT because traditional (right-hand door) space is limited at the airport.
- There will need to be an agreement with Fairfax and Loudoun County fire and rescue departments regarding response to incidents within the DAAR and Greenway if the proposed transit improvements restrict MWAA's access to emergency access points crossing the median.
- There is concern about surface drainage impacts as a result of Metrorail construction in the median of the DAAR.

William C. Lebegern, Planning Director, Comments from the April 23, 2001 Technical Working Group Project Briefing Status:

- The Route 28 Station may not be at the optimum location for possible future interface with proposed light rail along Route 28.

Mike Hackett, Comments at the June 11, 2001 Agency Coordination Meeting:

- Base the stormwater management and drainage plans on an analysis of the full impervious surface of the corridor, taking into consideration the proposed third lane of the DAAR.

Mike Hackett, Comments at the January 22, 2002 Supplemental Rail Yard Study Scoping Meeting:

- The MWAA Dulles Airport land use plan should be used as a point of reference for the Supplemental Yard Study screening process.
With regard to Site 18, the shop facility and control tower should be placed outside of the runway protection zone.

The replacement parking structure that would be necessary for Sites 18 and 19 may not be allowed in certain airport locations unless the structures were at least partially underground, due to SHPO requirements.

STATE

VIRGINIA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES, DIVISION OF CONSUMER PROTECTION


- No threatened or endangered plant or insect species have been documented in the project area.
- Coordination concerning endangered and threatened plants and insects should be directed to the Natural Heritage Division of the Virginia Department of Conservation and Recreation.

VIRGINIA DEPARTMENT OF CONSERVATION AND RECREATION (DCR)

Derral Jones, Planning Bureau Manager, Letter dated July 17, 2000

- Project area may contain diabase glade habitat. DCR does not anticipate that this project will adversely impact diabase glade habitat and associated rare plants.
- Minimize adverse impacts to the wood turtle’s aquatic habitat (the wood turtle has been documented in the project vicinity) by implementing strict erosion and sediment control measures during all phases of this project.
- Follow the Virginia Stormwater Management Act and its regulations.
- Proposed project not anticipated to have any adverse impacts on existing or planned recreational facilities, nor will it impact any streams on the National Park Service Nationwide Inventory, Final List of Rivers, potential Scenic Rivers or existing or potential State Scenic Byways.

Robbie Barbuto, Locality Liaison, Letter dated February 1, 2001

- Project area may contain diabase glade habitat. Diabase supports several global and state rare plant species: earleaf foxglove, white heath aster, blue-hearts, hairy beardtongue, downy phlox, stiff goldenrod, and marsh hedgenettle. Earleaf foxglove is tracked as a species of concern by the United States Fish and Wildlife Service (USFWS); however, this designation has no legal status. DCR does not anticipate that this project will adversely impact diabase glade habitat and associated rare plants.
- Minimize adverse impacts to the wood turtle’s aquatic habitat (the wood turtle has been documented in the project vicinity) by implementing strict erosion and sediment control measures during all phases of this project.
- The proposed action will not affect any documented state-listed plants or insects.
- New information is continually added to the DCR data system. Contact DCR for updated natural heritage information if a significant amount of time passes before the above information is used.

Richard Gibbons, Comments from the June 13, 2001 Agency Coordination Meeting:

- Identified parks, trail paths, proposed parks, and greenways in the project area.
- Identify the standards you will apply for the construction of sound barriers, walls, and landscaping.
Consider the potential for landscaping stormwater facilities and using as community facilities.

Document what will happen to BRT station facilities after Metrorail is put into place.

Document anticipated construction and operating schedule?

Jim Guyton, Environmental Program Manager, Letter dated June 15, 2001

- There are Land and Water Conservation Fund projects in Loudoun County.
- There are eight Land and Water Conservation Fund projects in Fairfax County (listed in letter; none would be impacted).
- If project would impact any parks please contact the Virginia Department of Conservation and Recreation.

Elizabeth Locklear, Locality Liaison, Department of Conservation and Recreation, Letter dated January 16, 2002

- Several rare plants, which are typically associated with prairie vegetation and inhabit semi-open diabase glades in Virginia, may occur in the project area.
- Because of the potential for populations of natural heritage resources in the project area, the Virginia Department of Conservation and Recreation recommends an inventory of suitable habitat in the project area.

Virginia Department of Conservation and Recreation, Division of Natural Heritage

Rene Hypes, Comments from the June 13, 2001 Agency Coordination Meeting:

- There is a potential presence of the wood turtle in Broad Run.
- There is a potential presence of rare mussels in streams in project area.
- Diabase Glades, which support rare plants, are located near project area.

VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

Wendy Kedzierski, Comments from the June 13, 2001 Agency Coordination Meeting:

- Document why is the site to the north of the Dulles Greenway being considered for the Route 772 Station when it is located in a wetland area.

VIRGINIA DEPARTMENT OF FORESTRY

Barbara White, Comments from the July 27, 2000 Agency Scoping Meeting:

- Consider putting a people mover system underground in Tysons Corner.

VIRGINIA DEPARTMENT OF HISTORIC RESOURCES (VDHR)

Lily Richards, Comments from a March 13, 2001 meeting with the project team:

- Because the project is multi-component, multi-year, and has many participants, VDHR would recommend a programmatic agreement (PA).

Cara Metz, Comments from a March 13, 2001 meeting with the project team:

- There are wetlands issues for Yard Sites 6, 7, and 10 because of the proximity of Broad Run; therefore the Army Corps of Engineers needs to be involved.
APPENDIX K-2: AGENCY COMMENTS

VIRGINIA DEPARTMENT OF TRANSPORTATION

Representatives of VDOT at the May 25, 2000 agency interview, and representatives of VDOT and Fairfax County at the June 5, 2000 Tysons Corner Collocation Workshop:

- Mr. James Zeller is the VDOT point of contact for the Dulles Toll Road and Dulles Greenway.
- The region’s long-range plan and Fairfax County’s Comprehensive Plan identify several transportation projects which must be accommodated by the project.
- VDOT, with the concurrence of Fairfax County staff, requests that the pedestrian bridges of the project’s stations be freely accessible by the general public rather than solely by BRT or Metrorail patrons.
- The analyses and design of the bubbles of the Dulles Toll Road at the proposed stations are on file at VDOT and at its consultant’s office (Sverdrup) for the toll road-widening project.
- Fairfax County is leading a project to add additional slip ramps between the Dulles Toll Road and Access Road.
- Coordinate with SAIC to review their study of pedestrian connections at the proposed stations.

Fatemeh Allahdoust, Comments at the July 27, 2000 Agency Scoping Meeting:

- Consider a BRT station at Route 28.
- Consider a light rail circulator in Tysons to bring passengers to a DAAR median station rather than putting Metrorail in Tysons.

Thomas F. Farley, District Administrator, Letter dated August 4, 2000

- The project should be coordinated with roadway improvements currently planned by VDOT.
- The project should be coordinated with design plans for replacement and additional bus-only slip ramps between the Dulles Toll Road and the Dulles Airport Access Road currently being developed by the Fairfax County Department of Public Works and Environmental Services.
- Consider and evaluate the improvements planned by 2010 that are included in the Fairfax County Comprehensive Plan and the 1999 regionally adopted Constrained Long Range Plan (CLRP). Inputs from the year 2000 CLRP should be used upon its adoption.
- Initiate working technical meetings with VDOT and Fairfax County DOT during the PE/NEPA process to address technical issues, particularly the co-location of the transit alignment with future roadway improvements in Tysons Corner.
- Define technology tasks in various phases and assimilate the outcome into the project design.
- Pedestrian circulation and other recommendations identified during VDOT and Fairfax County coordination meetings with representatives from the Tysons, Reston, and Herndon communities should be incorporated into the PE/NEPA process at an early stage.
- Refer to the 2020 Plan.
- Coordinate the planning efforts of staff working in Land Use Density, Travel Forecast, Highway Design, Rail Stations/Alignment, and Pedestrian Circulation.

Fatemeh Allahdoust, Comments at the October 24, 2000 Technical Working Group T (Tysons Corner) Meeting:

- Provide materials/concepts to the Technical Working Group members to facilitate the review process.

M.J. Sheehan, Senior Transportation Engineer, VDOT NOVA, Comments at the October 24, 2000 Technical Working Group T (Tysons Corner) Meeting:

- Provide copies of plans and specific requests for feedback to Tom Farley.
Representatives at the October 27, 2000 Concept Workshop for the Reston East Park-and-Ride Facility Parking Structure Meeting with project team members:

- Any pedestrian connection between the future rail station should be continuous from one side of the DAAR/Dulles Toll Road to the other side.

James Bishoff, Assistant L&D Engineer, VDOT NOVA, Comments at the November 29, 2000 Technical Working Group D (Dulles Airport Access Road) Meeting:

- Extend an invitation to the Federal Highway Administration (FHWA) to become involved in the project.

Fatemeh Allahdoust, Comments at the April 23, 2001 Technical Working Group Project Status Briefing:

- Please provide any additional alignment and station information or elevation profiles as soon as possible.
- VDOT and Loudoun County officials should have discussions about the collocations efforts of the Loudoun alignments.
- Please provide the constrained year 2025 model runs prior to June 2001.

Steve Ikenberry, Comments at the April 23, 2001 Dulles Corridor Rapid Transit Project Storm Water Management/Best Practices meeting:

- Follow VDOT criteria for stormwater management.
- When there are overlapping stormwater regulations, apply the most stringent.

Fatemeh Allahdoust, Comments at the June 11, 2001 Agency Coordination Meeting:

- Please provide Tysons Corner travel forecasts as soon as possible.

Jim Hayes, Deputy Secretary of Transportation, Comments from the June 13, 2001 Agency Coordination Meeting:

- Document what type of sound-absorbing material would be used in concrete noise barriers.

Ken Wilkenson, Comments from the June 13, 2001 Agency Coordination Meeting:

- Identify what is the target delivery date for the Draft EIS.

Mohammad Mirshahi, Comments at the June 13, 2001 Agency Coordination Meeting:

- Determine if the project team expects to make improvements to Route 267 with the BRT Alternative, or if the median is insufficient.
- There is concern about the traffic backup at Routes 267 and 266. Document how the project plans to alleviate the traffic impacts caused by the increase in buses.

Representatives at the August 31, 2000 Scope of Work Review Meeting:

- Hold a series of meetings with VDOT to discuss collocation in Tysons Corner.

LOCAL

ARLINGTON COUNTY

Representatives at the August 29, 2000 Agency Interview:

- Evaluate impacts on parking, and bus and Kiss & Ride facilities at East Falls Church Station.
- Consider extending BRT service to East Falls Church.
- Evaluate land use impacts.
Consider a new pedestrian/bikeway bridge to provide access to the Falls Church station from the south side of I-66.

Study Orange Line capacity.

CITY OF FALLS CHURCH

Daniel E. Gardner, Mayor, Letter dated August 9, 2000

- A traffic impact study for the West Falls Church area needs to be an integral part of the analysis for this project.
- Study the impact of BRT through the Route 7 corridor from Falls Church to Tysons Corner and traffic impacts of providing access to Dulles Airport from the Falls Church and Tysons Corner areas.
- Consider lifting the prohibition on truck traffic on U.S. 50 to reduce the truck traffic on VA Route 7 through the City of Falls Church.
- Study alternatives that mitigate traffic in the City of Falls Church.
- Protect Falls Church residential neighborhoods from increased commuter traffic. Consider alternatives that rely on off-site parking facilities and shuttles to the East and West Falls Church stations that would relieve city streets from a large part of this traffic. The City would like to coordinate with the project team on this analysis.
- Consider utilizing both the West Falls Church and East Falls Church stations for BRT.
- Study the proposed alternative mass transit improvements including light rail alternatives as proposed in the Northern Virginia 2020 Transportation Plan. Consider linkages between certain nodes along proposed light rail, from Baileys Crossroads through Falls Church, to one of the proposed stations that would provide the most efficient service to Dulles. Linkages might be light rail, bus, or electric bus.
- Studies are needed to evaluate alternatives for increased parking at or near the West and East Falls Church stations.
- Explore public/private partnerships for funding proposed transit improvements as opposed to seeking local subsidies.
- Take steps to ensure that project costs that benefit one jurisdiction do not become the financial obligations of another jurisdiction.
- Evaluate the impacts of Special Taxing Districts. There will be strong opposition to any tax proposal especially if the project does not provide additional economic development opportunities.
- Study the cumulative and secondary impacts related to changes in future land regulations and requirements. Note that Falls Church is already fully built out.
- Evaluate the impacts (traffic, noise, parking, etc.) on the City of Falls Church from extended operating hours of Dulles Airport.
- Include the City of Falls Church in the PE/NEPA process and all traffic and transportation studies conducted for the project.

FAIRFAX COUNTY

Representative at the August 31, 2000 Agency Scope of Work Review Meeting:

- It is desirable to allow general access to the pavilions in Tysons Corner.

Representatives’ comments from the April 11, 2000 agency interview.

- County staff will provide WMATA with the County’s procedural requirements for amending the Comprehensive Plan for special exemptions and for planning approvals.
County staff is interested in forming a technical committee to review progress during the preliminary engineering/environmental review phase of the project and provide input to the project.

Alternative line T2, the Tysons Aerial Loop, appears to have disadvantages, in particular the travel time and transfers for return trips about the loop. The Project Team should consider two tracks in lieu of the single track along Routes 123 and 7.

The walkways of the alternative line T2 should be free areas for general pedestrian traffic and not paid areas for Metrorail patrons.

Locating a station at the Wolf Trap Farm Park Station should be part of the decision-making process during the preparation of the Draft EIS.

The County has initiated a feasibility study of a park-and-ride structure for the Wiehle Avenue express bus facility.

The project team should evaluate pedestrian access between all four quadrants of the Reston Parkway interchange and the Reston Town Center Station. The Nextel development in the southwest quadrant includes an option for bus bays and access.

The Town of Herndon is conducting a north side access study for the Herndon-Monroe Station.

The Route 28 Station includes a park-and-ride lot. A developer has reserved land, as required by the County, for an overpass in the vicinity of the station.

Jaak Pedak, Comments from the April 23, 2001 Technical Working Group Project Status Briefing:
- Identify if a feeder system included in the cost analysis of Alignment T8.

Representatives at the June 11, 2001 Agency Coordination Meeting:
- Please provide the constraints mapping showing the Tysons East Station for a groundbreaking ceremony with the West*Group.

FAIRFAX COUNTY DEPARTMENT OF PLANNING AND ZONING

Sterling Wheeler, Branch Chief, Policy Planning and Development, Comments at the July 27, 2000 Agency Scoping Meeting:
- A bus circulator system is more cost-effective and flexible than a fixed-guideway people mover for serving Tysons.

Sterling Wheeler, Branch Chief, Policy Planning and Development, Comments at the November 28, 2000 Technical Working Group T (Tysons Corner) Meeting:
- There is potential for increased density in the area of the proposed Tysons East Station if the station is built.

Heidi Merkel, Comments at a March 25, 2001 meeting with the project team:
- Follow State Code Statute 15.2232, which requires public facilities to be part of the jurisdiction’s comprehensive plan.

Sterling Wheeler, Branch Chief, Policy Planning and Development, Comments at the April 23, 2001 Technical Working Group Project Status Briefing:
- Please provide drawings/profiles of Alignment T4.

Sterling Wheeler, Branch Chief, Policy Planning and Development, Comments at the June 11, 2001 Agency Coordination Meeting:
- Fairfax County needs to be apprised of the impacts of the Tysons Central B touchdown and would like to see any more detailed plans available. Fairfax County needs to evaluate the RPA/RMA issues associated
APPENDIX K-2: AGENCY COMMENTS

with the site and any potential impacts to the stream of floodplain before the county can take a position of the appropriateness of the use.

FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION

Leonard Wolfenstein, Head, Planning Section. Comments from the July 27, 2000 Agency Scoping Meeting:

- A separate activity should be built into the project schedule for the County Board of Supervisors endorsement of the project following the release of the hearing report and supplement and financial plan that is schedules for November 2001, prior to the other agency approvals, and should be built into the schedule following the release of the Final EIS.
- The travel time impact of the loop stations and T2 should be fully evaluated, considering that there are unequal travel times by direction, by the nature of the system.
- For the BRT/Metrorail Alternative, evaluate the travel time for travelers taking BRT from Reston/Herndon and transferring to Metrorail at the proposed Tysons West Station and traveling into Washington, DC as compared to the travel time for BRT to the West Falls Church Station with a transfer to Metrorail and traveling into Washington, DC.
- Consider accommodating travel demand from the western I-66 corridor to Tysons Corner through a direct connection from the Orange Line west of West Falls Church to Tysons Corner.
- Evaluate a dual-track variation of Alignment T2.
- Evaluate a variation of Alignment T1 with a fourth station in the vicinity of Pike Plaza.
- A more detailed schedule for the development of the travel core path needs to be provided. Subsequent meetings with local agency staff need to be conducted.

Young Ho Chang, P.E., Director, Undated letter, letter also incorporates comments from the Fairfax County Department of Planning and Zoning

- Data collection and coordination should be a continuing effort.
- Monitor proffer commitments and developments carefully, as various stages of approvals may have a significant impact on potential right-of-way costs.
- County endorsement of the Draft EIS and Final EIS should be conducted and noted in documents as a separate PE/NEPA activity prior to Commonwealth Transportation Board/Virginia Department of Rail and Public Transportation, WMATA, and MWAA approvals.
- Note the planned transportation improvements and recommended pedestrian facilities in the Fairfax County Comprehensive Plan.
- Note that the Board of Supervisors has directed on-pavement bicycle facilities where appropriate.
- Coordinate with VDOT and Fairfax County to develop conceptual designs for interchanges in the project area noted in the Fairfax County Comprehensive Plan in conjunction with preliminary engineering on the Dulles Corridor Rapid Transit Project, in order not to preclude future construction of the interchanges.
- Develop conceptual design work for collocation of aerial alignments in Tysons Corner, if necessary.
- Several existing service drives in the project area are not within VDOT right-of-way, and additional right-of-way may be required for the proposed transit project.
- Project documentation should explain how one-way stations in the T2 Alignment are modeled versus how the two-way stations are modeled.
- Ensure that survey data used to estimate the amount of development-related transit use are applicable to the project.
For the BRT/Metro rail Alternative, a comparison of travel time should be provided between Reston/Herndon and the urban core for a.) BRT with a transfer at Tysons West Station and b.) BRT with a transfer at the West Falls Church Metro rail Station.

Study the possibility of providing a more direct connection to the Orange Line to and from the west.

Study a variation of the T1 Alignment that is aerial with a fourth station at Pike 7 Plaza.

Ways to minimize the travel time impacts associated with the T2 Alignment should be considered.

Consider the following related studies: HJR 276 – Tysons Area Transportation Projects, and Senate Document 35 – Transportation Improvements for the Reston Area.

Tom Black, Transportation Planner, Comments from the April 23, 2001 Technical Working Group Project Status Briefing:

- Considering a plan not to preclude a future station at Hunter Mill Road.

Representatives’ comments from the April 23, 2001 Technical Working Group Project Status Briefing:

- T2 may have been eliminated too early in the PE/NEPA process.
- Please provide profiles for Alignment T2, T4, and T9.

Jim Carrell, Comments from the June 11, 2001 Agency Coordination Meeting:

- Document whether the analysis in Tysons Corner will be based on qualitative instead of a quantitative analysis.

Young Ho Chang, P.E., Director, Comments from the June 11, 2001 Agency Coordination Meeting:

- Would like to meet with project team as soon as possible to review in more detail the proposed station locations and layouts and to provide information about development in the areas near the stations, especially in Tysons Corner.

Andy Szakos, Comments from the June 11, 2001 Agency Coordination Meeting:

- Advise Fairfax County as to what types of parking facilities might be needed at the proposed stations.

FAIRFAX COUNTY PARK AUTHORITY


- Construction of Metro rail for the full length of the Dulles Corridor, between the Orange Line and Route 772 would be the desired alternative for enhancing public accessibility to parkland and long-term protection of Park resources.
- Incorporate park and recreational facilities into station area development plans.
- Mitigation measures beyond the standard erosion and sediment control construction practices need to be investigated.
- Impacts to park resources located downstream of proposed construction need to be investigated and mitigated. The most significant natural resource and stream valley parks located downstream of the development include: Lake Fairfax Park, Scotts Run Nature Preserve, Difficult Run Stream Valley Park, Scotts Run Stream Valley Park, Sugarland Run Stream Valley Park.
- Implement emergency plans for potential hazardous material spills of discharge from the construction are or future ancillary facilities.
- Study the impact of the project on the watershed infrastructure both during construction and over time.
- Study the potential location, type, and effectiveness of any associated stormwater management facilities.
A cultural resource survey should be undertaken and mitigation implemented for any disturbed cultural/historical artifacts.

Propose the locations of ancillary facilities as soon as possible.

Follow the Fairfax County Comprehensive Plan with regard to ensuring connectivity of stream valley trails within designated stream valley areas. Overpasses or underground trail connections will be needed where the trails cross the proposed transit alignment. In addition to planned crossings documented in the Comprehensive Plan, note potential additional crossings at Courthouse Spring Branch with Route 267, and Sugarland Run with Route 267.

A pedestrian crossing plan should be developed and reviewed by the Fairfax County Park Authority as part of the EIS process.

LOUDOUN COUNTY

Representatives’ comments from the June 16, 2000 agency interview:

- Provide project information and materials to James Barnes, Director of the County Public Information Office.
- It is too early in the preliminary engineering/environmental review process for the County to consider any amendments to land use and zoning. The amendment process is conducted over a year-long period of time.
- DRPT will be coordinating Phase II, Enhanced Express Bus Service, with the County. The County itself will be conducting a study of the transportation network, including public transit. Both will relate to a regional bus study.
- The County transportation network includes a proposed crossing of the Greenway near the Route 606 interchange. The Project Team should consider its incorporation with the Route 606 Station.
- The County transportation network includes a proffer of a crossing of the Greenway near Route 772.
- The 1997 MIS evaluated 7 to 8 sites for the rail storage yard. Sites near Route 772 were not practical.
- America Online operates shuttle bus service for its employees.

Representatives’ comments from the September 19, 2000 BRT/Maintenance and Storage Facility Location and Design Considerations:

- The site at or near Route 772 is not preferable for the BRT/Rail Maintenance and Storage Facility because the zoning is not compatible.
- Sites near the airport or the Route 606 interchange are more favorable for the BRT/Rail Maintenance and Storage Facility (sites 1, 6, 7, 8, and 10).
- Design storage and maintenance facilities to minimize the impacts of noise and 24-hour operations. Follow noise restrictions for residential areas.

LOUDOUN COUNTY DEPARTMENT OF PLANNING

Sanjeev Malhotra, P.E., AICP, Chief of Transportation, Letter dated August 31, 2000

- The location, design, and costs for vehicle maintenance storage facilities in Loudoun (BRT and Metrorail) should be completed early in the study to facilitate land acquisition.
- The Financial Plan for capital and operating costs should include significant federal and state portions so that the local jurisdictions are not faced with an unreasonable cost burden.
- Loudoun County needs to be connected with key areas in the Fairfax County section of the Dulles Corridor such as Herndon, Reston and Tysons Corner by transit service.
Early implementation of reverse commute transit service to Loudoun County is needed for rapidly growing businesses in Loudoun County.

The geographic reach and time frame for BRT should be determined.

Relationships between proposed levels/types of transit service and land use densities required to support transit needs more detailed evaluation.

LOUDOUN COUNTY OFFICE OF TRANSPORTATION SERVICES

Arthur Smith, Transportation Planning Program Manager, Comments from the October 26, 2000 Technical Working Group L (Loudoun County) Meeting:

- The Route 772 Station is viewed as a destination station, and is planned as a dense development node.
- Loudoun County representatives can meet with the project team to review the current and proposed road network in the vicinity of the station.

Arthur Smith, Transportation Planning Program Manager, Comments from the November 30, 2000 Technical Working Group L (Loudoun County) Meeting:

- Regarding yard site locations, from a land use standpoint the most encumbered would be the site on the southwest side of the Greenway.
- Elimination of the other possible yard sites is not wise.
- Sites Y6 and Y7 could possibly be encumbered by the proposed connector road that is included in the Loudoun Countywide Plan, but perhaps not Site Y7.
- Site Y7 seems to be a probable site from many perspectives, due to its zoning.
- Considering both physical attributes and location, Sites Y6 and Y7 seem to be the best candidates. Discuss the review and selection process for sites with the Loudoun County Board of Supervisors.
- Route 789 is planned to be built in the area of the Route 606 Station to serve the Western Regional Park-and-Ride lot. It will be a four-lane road, but could be expanded to six lanes.
- The Route 772 Station would be a good location to interface with local buses and shuttle service. Document what might be done at the 772 Station to accommodate the BRT phase.
- Document whether light rail access a proposed transit parking facility on the north side of the DAAR/Dulles Toll Road, particularly if light rail were built in the Route 28 Corridor.

John Clark, Director, Comments at the December 7, 2001 Supplemental Rail Yard Study Pre-Scoping Meeting:

- Eliminate the Yard Site 7 (Y7) from further evaluation because of potential economic development on the site.

Arthur Smith, Transportation Planning Program Manager, Comments at the April 23, 2001 Technical Working Group Project Status Briefing:

- Document whether the tail track for Alignment L1 (the MIS Alignment) west of the Route 772 Station impact the existing bridge.
- Document plans to purchase the site for the maintenance facility and storage yard facilities.

Chip Taylor, Senior Transportation Planner, Comments at the January 22, 2002 Supplemental Rail Yard Study Scoping Meeting:

- There is a County planned road (Route 717) that would be impacted by Yard 7.
NORTHERN VIRGINIA REGIONAL PARK AUTHORITY

Daniel Iglhaut, Land Administration and Planning Specialist, Letter dated August 10, 2000

- Address connectivity from the proposed transit stations to the W&OD trail for pedestrians and bicyclists.
- The easement acquired in the 1960s for the Dulles Toll Road overpass across the W&OD Railroad Regional Park does not appear to include an easement for rail. Transit improvements implemented in the DAAR may require additional easement rights from the Park Authority. Granting these rights may constitute a “conversion of use” under Section 6(f). A conversion of use would also be required if additional right-of-way is required within the W&OD park.
- Project does not appear to impact Meadowlark Gardens Regional Park, Brambleton Regional Park, and Goose Creek. The Park Authority would have concerns related to these resources if the proposed project were relocated outside of the DAAR/Dulles Toll Road right-of-way.

Kate Rudacille, Comments from a May 11, 2001 coordination meeting with project team members:

- Follow the Park Authority guidelines for overpasses constructed over the W&OD Trail.
- Follow Section 6(f) of the Land and Water Conservation Act.

Kate Rudacille, Comments from the June 11, 2001 Agency Coordination Meeting:

- Document the location/historic status of the Sunset Hills Railroad Station along the W&OD Trail.

TOWN OF HERNDON

Dan Hyberg, Town of Herndon Community Development, Comments from the July 27, 2000 Agency Scoping Meeting:

- Provide a pedestrian bridge from the Herndon-Monroe Station to the north side of the toll road.
- Provide enhanced pedestrian linkages and vehicular access facilities connecting the Herndon-Monroe Station to the Herndon Parkway and/or the street.
- Preliminary evaluation indicates that the station platform at Herndon-Monroe should extend eastward from the westbound flyover ramp to the park-and-ride.

Henry G. Bibber, Director of Community Development, Letter of August 8, 2000

- Town of Herndon supports the findings of the original Major Investment Study as well as the MIS Supplement.
- Town of Herndon supports the Herndon-Monroe and CIT-Herndon (Route 28) stations locations as well as the other stations in the MIS Supplement.
- Do not make Dulles Airport the system terminus and Herndon-Monroe the de facto system terminus for Park-and-Ride and vehicular access facilities.
- Provide enhanced north side access to the Herndon-Monroe Station (BRT and Rail), except under scenarios where the transit system terminates at Dulles Airport and there is no CIT-Herndon (Route 28) station. Provide good access to all four of the Reston-Herndon stations from both sides of the Toll Road to enhance pedestrian/bicycle use and mitigate local traffic impacts in the corridor.
- Provide pedestrian entrance at the Herndon-Monroe Station into the Town of Herndon, as well as enhanced pedestrian and vehicular access facilities connecting Herndon Parkway and/or Van Buren Street to the station.
- Undertake capital improvements to retrofit access facilities into the developed properties bordering the north side of the Dulles Toll Road.
Do not provide parking facilities on the north side of the Herndon-Monroe Station.

The Town of Herndon expects to submit a formal request for construction of northside access facilities during the “Selection of Viable Alternatives” stage of the PE/NEPA process.

Office development has outpaced recent MWCOG forecasts and the projections in the Major Investment Study. Please contact Herndon’s Transportation Program Manager for current data about development.

John E. Moore, Town Manager, Letter dated April 2, 2002 (in reference to review drafts of the Technical Reports prepared in support of the Draft EIS):

- The “Traffic Analysis and Station Access EIS Technical Report” states: “On the north side of the Dulles Toll Road, it is assumed that the Town of Herndon is providing a small Kiss & Ride and bus transfer facility in what is currently a private parking lot.” However, the Town’s position is to convey that there are no current plans to fulfill this assumption.

- The Land Use EIS Technical Report delineates a Station-Access Study Area whereby it does not accurately represent the Town’s recently adopted land use changes. Specifically, the Town Council approved a major development project (Quadrangle-Fairbrook Business Park) which, when completed, will have three buildings totaling 525,000 sq. ft. of floor area. This development will be located within 1,500 feet of the Herndon-Monroe station platform (Tax Map: 16-4-010-5B). Consequently, the additional density and its effects on ridership modeling and traffic impact should be considered during final EIS preparation.

- With regard to our discussions concerning Alternative #4 for Herndon’s north side access, we have been advocating that enhanced transit, pedestrian, and vehicular access on the north side should be a part of the station development from the beginning. Such access would emphasize a modal-transfer point for persons arriving by bus, car, vanpool, automobile, and bicycle.

- Although it was disappointing to learn that a transfer facility would not be included in the initial plans, it was nevertheless refreshing to hear positive feedback regarding the potential for a bus drop-off facility, similar to the plans developed for the north access at the Reston Parkway Station. Such an arrangement for a bus drop-off facility along Herndon Parkway will provide a safe, efficient, and convenient transit drop-off point for pedestrians wishing to access the station.

- The Town Council fully supports the effort to bring bus and rail transit to the Dulles Corridor. Consequently, the Town of Herndon looks forward to the opportunity of construction a transfer facility in the context of a future public-private redevelopment venture adjacent to the station. Effective north side access to the station will have beneficial impacts in Town property values and the quality of life of residents and persons working in the Town, over the long term, especially if appropriate transit-oriented redevelopment of the transit station area is implemented during the coming years.

OTHER COMMENTS

The following comments were made during meetings with agency representatives; the individual/agency that originated the meeting was not recorded.

Comment from the October 24, 2000 Technical Working Group T (Tysons Corner) Meeting:
- Add Rosenthal and Saul Development Company to the stakeholder list.

Comments from the October 25, 2000 Technical Working Group D (Dulles Airport Access Road) Meeting:
- It would be more cost efficient for the Park Service to build the Wolf Trap Station at the time of road construction than at a later date.
- Consider possible conflicts of the Wolf Trap Station with the roadway, the reduced shoulder, and the possibility of making the station smaller.
Consider shifting access to the Reston Parkway and Wiehle Avenue stations rather than shifting the stations.

- Investigate ways to accommodate the four quadrants around the Reston and Wiehle stations by seeking input from the stakeholders prior to going to the public.
- Develop plans for having private shuttle buses enter the Kiss & Ride lot.
- Discuss public and private station access with stakeholders.
- Information about Reston Parkway and Wiehle Avenue stations should be presented to the stakeholders and the public as a whole packet rather than as discrete issues.
- Document whether the request to remove the Wiehle Avenue Station was made by a person or a group.
- Shifting the Herndon/Monroe Station east may create a problem with the bus bay on the south side of the station.

Comment from the October 27, 2000 Concept Workshop for the Reston East Park-and-Ride Facility Parking Structure Meeting:
- Make pedestrian access from Wiehle Avenue very easy with a direct path to the bus bays rather than through the garage.

Comments from the November 30, 2000 Technical Working Group L (Loudoun County) Meeting:
- Document the visual impacts resulting from the Route 28 interchange expansion, particularly with regard to the historic viewshed for the Dulles Airport Terminal.

Comment from the April 23, 2001 Technical Working Groups Project Status Briefing:
- Provide additional graphics showing the high vertical alignment of Alignment T2, which would help demonstrate why T2 was eliminated from further analysis.

Comment from the December 11, 2001 Technical Working Group Meeting:
- While there is a tremendous amount of housing that could be provided under the provisions of Fairfax County’s Comprehensive Plan, developers do not want to put more housing in Tysons Corner.

Comment from the February 6, 2002 Technical Working Group Meeting:
- The study team should be careful in the way it explains how transit could improve overall service throughput. The highway demand does not appreciatively change with the implementation of rail; however, transit frees up highway capacity to accommodate a continuous flow of traffic.