



# **SECTION 106 ACTIVITIES ANNUAL REPORT**

**FOR THE YEAR ENDING DECEMBER 31, 2017**



**Metropolitan Washington Airports Authority  
198 Van Buren Street, Suite 300  
Herndon, Virginia 20170**

**JANUARY 2018**

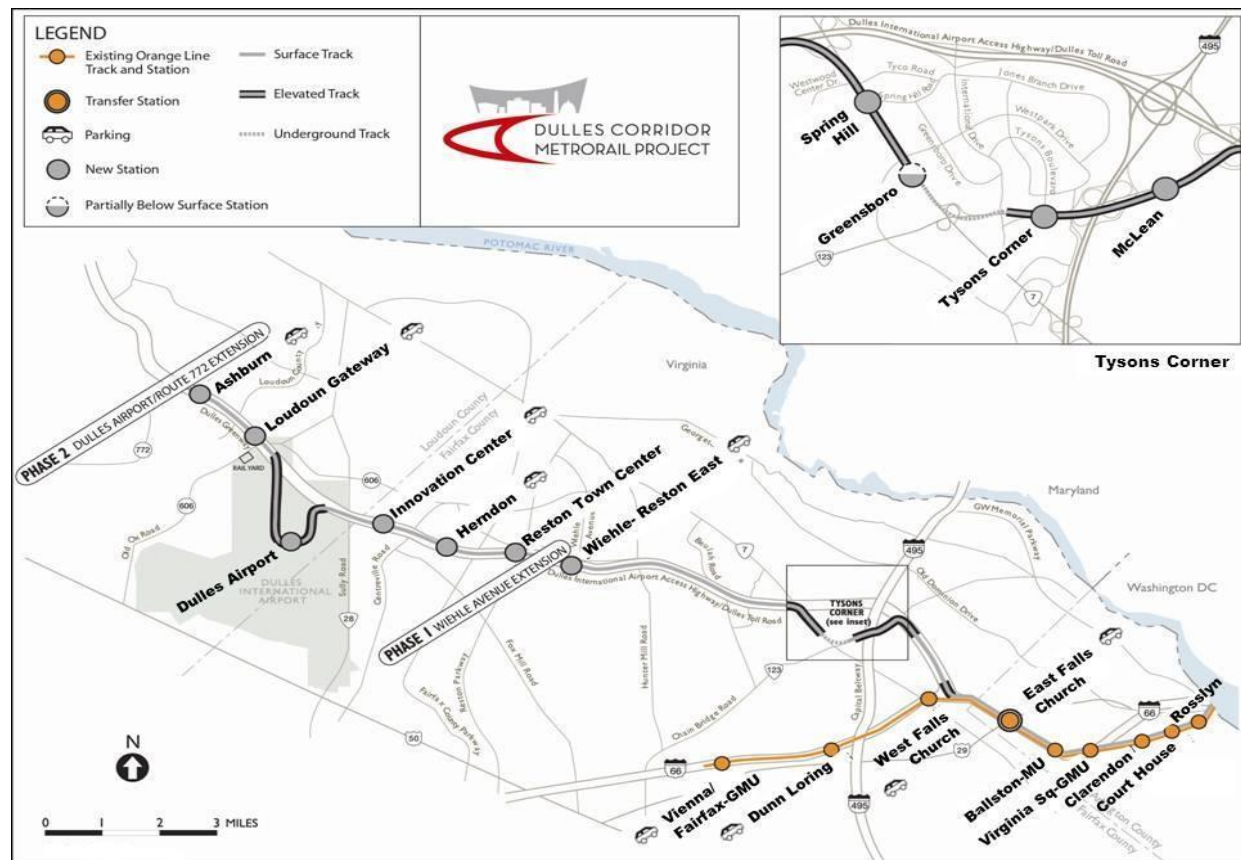
## Introduction

The Section 106 Memorandum of Agreement (MOA) for the Dulles Corridor Metrorail Project (Project), formally executed on October 5, 2004, requires the Virginia Department of Rail and Public Transportation (DRPT), in consultation with the Metropolitan Washington Airports Authority (Airports Authority), to prepare an Annual Report summarizing the activities executed in accordance with the agreement during the previous year. The Airports Authority assumed the responsibility for submitting the Section 106 Activities Annual Report when the Project officially transitioned from DRPT to the Airports Authority in 2007. In accordance with the requirements of the MOA, this report is to be completed and distributed to all MOA signatories by January 15, 2018, and made available for public review.

The following report describes the Project, its current status, and Section 106 activities completed in 2017.

## Project Description

In 2017, the Airports Authority, along with a number of local stakeholders, including the Virginia Department of Transportation (VDOT), the Washington Metropolitan Area Transit Authority (WMATA), Fairfax County, Loudoun County, and DRPT, continued planning, development, design and construction activities for the Project, a 23.1-mile extension of the regional Metrorail system along the rapidly growing Dulles Corridor in Fairfax and Loudoun Counties. The Federal Transit Administration (FTA) continues to be the lead federal agency for this project.



The Project extends the 106-mile Metrorail system existing in 2007 from the Metrorail Orange Line in Fairfax County through Tysons Corner to the Washington Dulles International Airport (Dulles Airport) and beyond to Route 772 in eastern Loudoun County. Most of the extension is being constructed in the median of the Dulles Connector Road, the Dulles International Airport Access Highway (DIAAH), and the Dulles Greenway toll road, but the alignment also diverts off-median to directly serve Tysons Corner and Dulles Airport. The entire extension, once completed, will include 11 new Metrorail stations, a maintenance and storage yard on Dulles Airport property, and an expansion of the existing service facilities at the West Falls Church Station. Four of the new stations are located within Tysons Corner. This alignment was selected because it offers the significant ridership potential with the least impact on residential areas.

Project elements include an electrically-powered rapid rail transit line operating in an exclusive right-of-way with at-grade, aerial, and subway sections, stations and parking facilities, new and improved yard and shop facilities, rail vehicles, fare collection equipment, communications and train control systems, ancillary facilities for the distribution of electrical power, and stormwater management. The Project will be fully integrated as part of the existing Metrorail system and is being constructed in two phases.

The Project's first phase, known as the *Extension to Wiehle Avenue*, completed the initial 11.7 miles of the planned extension from the current Metrorail Orange Line to Wiehle Avenue in Reston. The alignment follows the Dulles Connector Road, Route 123 and Route 7 in Tysons Corner, and the DIAAH. *The Extension to Wiehle Avenue* includes five new stations (McLean, Tysons Corner, Greensboro, Spring Hill, and Wiehle-Reston East), additional commuter parking, improvements to the existing Metrorail Service and Inspection Yard at West Falls Church, and an interim terminus at Wiehle Avenue. Construction was substantially completed in spring 2014 and revenue operations of the *Extension to Wiehle Avenue* commenced on July 26, 2014.

The Project's second phase, known as the *Extension to Dulles Airport/Route 772*, will complete the Project from the Phase 1 terminus at Wiehle Avenue to Route 772 in Loudoun County. From Wiehle Avenue, the alignment will continue along the DIAAH, cross Dulles Airport property, and then follow the Dulles Greenway to the terminus at Route 772. *The Extension to Dulles Airport/Route 772* will include six additional stations (Reston Town Center, Herndon, Innovation Center, Dulles Airport, Loudoun Gateway, and Ashburn), additional commuter parking, and a new Service and Inspection Yard on Dulles Airport property. Construction of the *Extension to Dulles Airport/Route 772* is tentatively scheduled for completion in 2019.

The Record of Decision (ROD) for the Project was issued by the FTA in March 2005; an amended ROD was issued by the FTA in November 2006. Accompanying the ROD, as Attachment C, was the Section 106 Memorandum of Agreement (MOA) on historic and archaeological resources. The MOA, which complies with Section 106 of the National Historic Preservation Act of 1966 (16 USC §470f), outlines measures that will be implemented to reduce or compensate for the Project's unavoidable impacts to cultural resources.

Subsequently, a Finding of No Significance (FONSI) was issued by the FTA in December 2012, approving the Environmental Assessment for the Phase 2 (*Extension to Dulles Airport/Route 772*) Preliminary Engineering Design Refinements, which included the design change of an aerial station and alignment at Dulles Airport to replace the underground station and alignment.

The FONSI contains, as Attachment B, the Updated Section 106 MOA, which was executed in October 2012.

### **Background**

DRPT commenced Preliminary Engineering (PE) for the *Extension to Wiehle Avenue* in October 2004 and completed PE in March 2006. The PE phase modified the alignment and profile through Tysons Corner, as described in the Final Environmental Impact Statement (FEIS) and was duly examined and reported in an Environmental Assessment dated February 2006. The Project Sponsor officially transitioned in June 2007 from DRPT to the Airports Authority. Coordination among cooperating agencies and fulfillment of Project commitments has been sustained by the Airports Authority, including requirements of the Section 106 MOA.

### **Project Status**

The *Extension to Wiehle Avenue* PE established the basis for the Design-Build contract for the initial phase of the Project. Design-Build of the *Extension to Wiehle Avenue* is now substantially completed and the remaining close-out, mitigation, punch-list, construction-related and warranty items continued to be addressed in 2017.

For the second phase of the Project, the *Extension to Dulles Airport / Route 772*, the Design-Build contract Package A was awarded in 2012 for the majority of the work. Package A includes the main line, stations, yard lead track and related facilities with construction of most elements. This design work was mostly completed in 2015 with some design modifications and field changes continuing into 2017. Package A construction passed the 65% completion milestone in 2017. For Package B, which addresses the design and construction of the service and inspection rail yard, design was progressed to near completion, while site work, earthwork, retaining walls, foundation slabs, and utility work (including ductbank, wet and dry utility construction, track, and building work) were significantly underway, to the point that construction passed 65% completion in 2017. Fairfax County and Loudoun County are managing the design and construction of parking garages at four of the remaining stations. In 2017, site preparation and/or construction of the parking garages was underway at the south side of the Herndon station, the north side of Ashburn station, and the south side of Innovation Center station Design was underway for the Loudoun Gateway station and Ashburn station south garages.

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

### **Extension to Wiehle Avenue (Phase 1)**

Planning, development, design, and construction activities that occurred in 2017 included the following:

- Construction was previously completed in 2014 for the guideway, stations, and related site/civil improvements, with only minor close-out, punch-list, monitoring, and mitigation tasks continuing into 2017.

- Continued coordination with permitting agencies for satisfying permit close-out and approval conditions and mitigation and monitoring requirements from a variety of state, federal, and local agencies, including the FTA, U.S. Army Corps of Engineers, Virginia Department of Environmental Quality, VDOT, Virginia Department of General Services, Fairfax County, and the Airports Authority.
- The permit for the West Falls Church Yard stream restoration was closed-out in 2017 with the U.S. Army Corps of Engineers.
- Continued coordination and outreach efforts with Project partners, stakeholders, and the surrounding community throughout the year including, but not limited to, the Commonwealth of Virginia, Fairfax County, WMATA, the Airports Authority, VDOT and DRPT, as well as local developers and citizens groups.

### **Extension to 772 (Phase 2)**

Planning, development, design, and construction activities that occurred in 2017 included the following:

- The Design-Build contractor for Package A completed all design packages to the 100% level; however, minor design modifications/field changes continue during construction. Significant construction activities for line, systems and stations include Traction Power Substation (TPSS) and Tie Breaker Station (TBS) buildings, roofing, escalator installation, mechanical, electrical and plumbing; erecting remaining pedestrian bridge spans; pouring concrete pedestrian bridge decks; continuing the installation of the station canopy roof; and trackwork installation including ballasted rail, switches, and aerial direct fixation track.
- Final design progressed for Package B, the service and inspection rail yard. Continuing construction activities include final grading, paving and utility installation; Service and Inspection Building's (SIB) roofing and interior build out; Maintenance of Way Building (MWB) roofing and interior build out; Transportation Police Building (TPB) interior build out; Train Wash Facility (TWF) structural steel install; rail welding; special track work; rail alignment/tamping/distressing; SIB interior fit out; switchgear room build out; machine shop equipment foundations and interior floors.
- Fairfax County continued to advance procurement, design, and construction of parking garages at the Innovation Center and Herndon stations (both south of the Dulles Toll Road). Construction commenced in earnest on the Herndon Station parking garage early in 2017. Foundation construction commenced in fall 2017 at the Innovation Center station after procurement was completed earlier in the year.
- Loudoun County completed the solicitation and selection of firms/companies for design and construction opportunities for the parking garages at the Loudoun Gateway and Ashburn stations. Construction was completed for the Ashburn Station north parking garage built in partnership with a property owner/developer. Design was progressed to near 95% completion for the Loudoun Gateway garage and Ashburn station south garage.
- Continued coordination with permitting agencies for necessary permits and approvals and received permits/approvals in 2017 from a variety of state, federal, and local agencies, including the FTA, Federal Aviation Administration, U.S. Army Corps of Engineers, Virginia Department of Environmental Quality, Virginia Marine Resources

Commission, Virginia Department of Conservation and Recreation, VDOT, Virginia Department of General Services, Fairfax County, and the Airports Authority.

- Continued coordination and outreach efforts with Project partners, stakeholders, and the surrounding community throughout the year including, but not limited to, the Commonwealth of Virginia through VDOT, DRPT, and the Department of General Services, Fairfax County, Town of Herndon, Loudoun County, WMATA, the Airports Authority, and TRIP II (owner operator of the Dulles Greenway), as well as local developers and citizens groups.

### **Section 106 Activities Conducted in 2017**

The following activities occurred in 2017 related to compliance with Section 106 for the Project:

▪ **Section 106 Annual Report** – The *Section 106 Activities – 2016 Annual Report* was issued in January 2017. This report, required by Stipulation 3 of the MOA, was distributed to the FTA, the Virginia Department of Historic Resources (VDHR), and MOA concurring signatories.

▪ **FTA Record of Decision** – Section 106 compliance was tracked and documented in 2017 using Attachment A, Summary of Mitigation Measures, of the FTA ROD. Attachment A lists mitigation commitments, including those related to cultural resources. The Project will continue in 2018 to track and meet the cultural resource requirements identified in the ROD and MOA.

▪ **Section 106 Consultation** – The Project team continued coordination with the Airports Authority’s aviation staff regarding design of the Dulles Airport station and site facilities as part of Phase 2 Design-Build activities. Procurement for the design and construction of the screenwall at Dulles Airport Station is in progress with design coordination with SHPO anticipated in 2018. The Project team continued consultation with VDHR as the State Historic Preservation Office (SHPO) as a coordinated activity with the FTA, the organization sponsoring the consultation as the lead federal agency. The Airports Authority will continue to work with the FTA and the SHPO to receive any comments or address any concerns regarding effects to historic resources. Per the MOA, all work is proceeding forward in accordance with the final treatment plans which were published in January 2013 and which included the amended Section 106 MOA addressing the Refined LPA that was signed by all parties and executed in October 2012.

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

▪ **Archaeology** – For Phase 1 to date, there have been no archaeological discoveries during earth disturbing activities through Design-Build construction activities in 2017. No discoveries have occurred during the continuing minor close-out activities of Phase 1 following commencement of revenue operations in 2014.

For Phase 2, work continued in accordance with the final treatment plan dated January 2013, which included the recommended mitigation as data recovery for the one eligible site (44LD1496) for listing in the National Register of Historic Places,

located along the yard lead tracks. In compliance with the final treatment plan and Amended MOA, field investigations and data recovery for the eligible site were previously completed in 2015 with regular coordination with SHPO including submittal and approval of the Stage 2 Management Summary by SHPO. Following the submittal of and review of a catalog of artifacts, SHPO previously accepted the artifacts for curation in 2015. In compliance with the stipulation in the Amended MOA regarding public dissemination of the artifacts, images of the artifacts will be incorporated in the historic interpretive exhibit (discussed below).

▪ **Historic Resources** – Phase 2 work continued in accordance with the final treatment plan for historic resources, which was published and submitted to SHPO in January 2013 based on the executed and Amended Section 106 MOA. In 2017, the Airports Authority continued coordinating with SHPO on the final design elements of the aerial structure and station at Dulles Airport within the Dulles Airport Historic District. The Airports Authority with the support of the Package A Design-Build Contractor, Capital Rail Constructors (CRC), has fully addressed any outstanding issues for this work continuing in 2018. Work also progressed on advancing concepts and coordinating with WMATA and Airports Authority staff for the public historic interpretive displays, which are exhibits planned at locations on airport facilities to highlight significant aspects of the Airport’s history. In 2017, work also continued advancing the concepts for restoration of selected elements of the Dulles Airport 2007 Landscape Master Plan that updates the original Dan Kiley landscaping plan.

### **Additional Information**

An electronic copy of this report will be posted on the Project’s web site ([www.dullesmetro.com](http://www.dullesmetro.com)). Printed copies are available upon request. Questions about activities related to compliance with the Section 106 MOA or requests for further information on the Project’s current status should be directed to:

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