

# Dulles Corridor Metrorail Project – Phase 2 Extension to Dulles Airport/Route 772

## Preliminary Engineering Design Refinements Environmental Assessment

**Public Hearing**  
June 13, 2012



Federal Transit Administration



Metropolitan Washington Airports Authority



Washington Metropolitan Area Transit Authority

# Call To Convene & Introductions

*Pat Nowakowski*

Executive Project Director  
Metropolitan Washington Airports Authority

# Notification & Procedure of Hearings

*Hon. Catherine Hudgins*

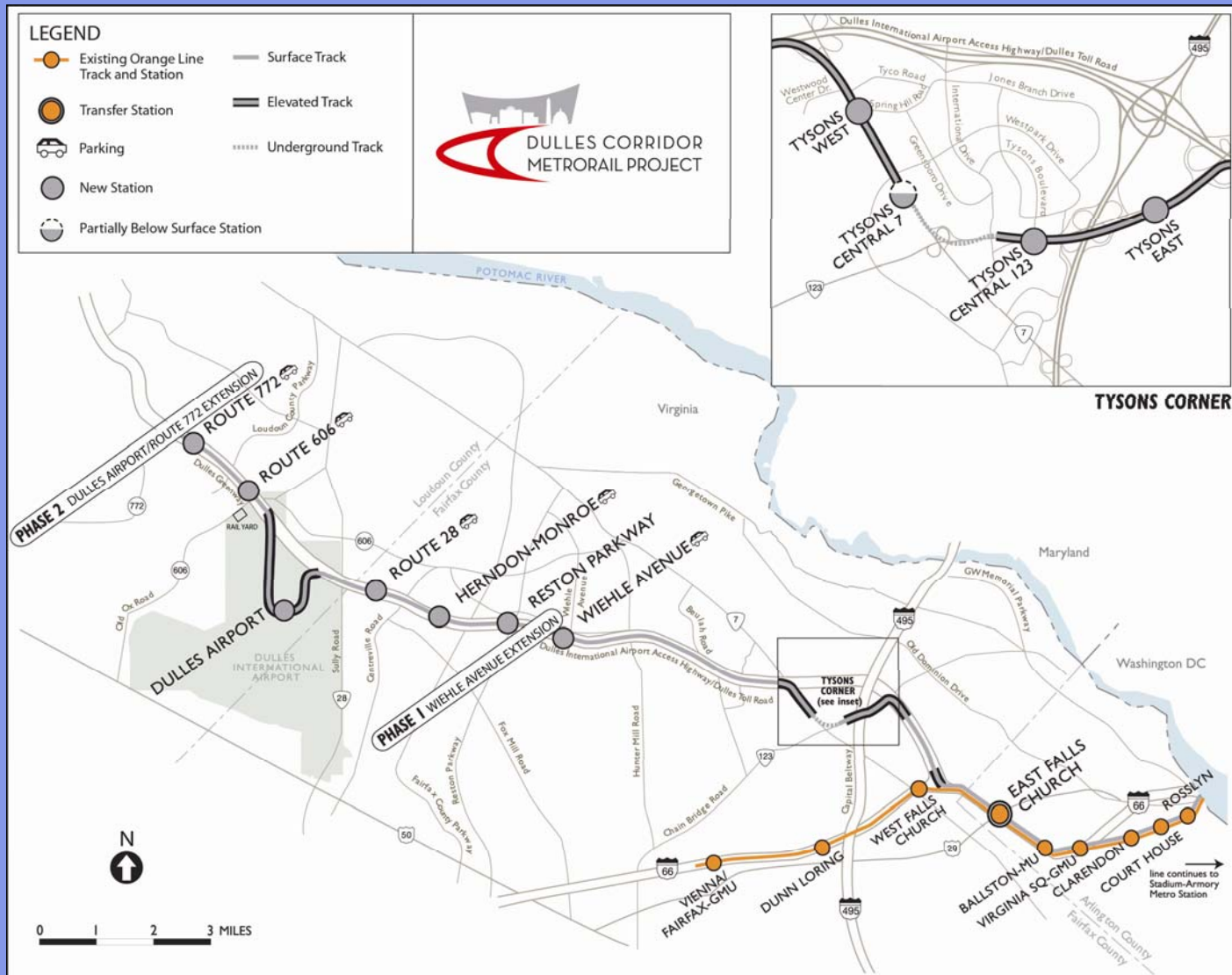
WMATA Board of Directors

# Project Presentation

*Karl A. Rohrer*

Deputy Project Director, Phase 2  
Metropolitan Washington Airports Authority

# Project Location



## Purpose of Hearing

- Describe design refinements made during Preliminary Engineering (PE)
- Explain why an Environmental Assessment (EA) was prepared
- Review the anticipated changes in environmental and historic resources effects
- Receive comments on the proposed design refinements

DULLES CORRIDOR METRORAIL PROJECT, PHASE 2

### **Preliminary Engineering Design Refinements**

#### **Environmental Assessment**

Federal Transit Administration  
Metropolitan Washington Airports Authority  
Washington Metropolitan Area Transit Authority



April 2012



Phase 2: Extension to Dulles Airport/Route 772



## Why An EA?

- Additional environmental evaluation was required because the significance of effects from design refinements was unknown and more than 3 years had elapsed since the Records of Decision were issued
- An EA was prepared to comply with federal regulations, the National Environmental Policy Act, and the National Historic Preservation Act
- The EA documents changes in environmental and historic resources effects and mitigation compared to the Final Environmental Impact Statement

## PE Design Refinements

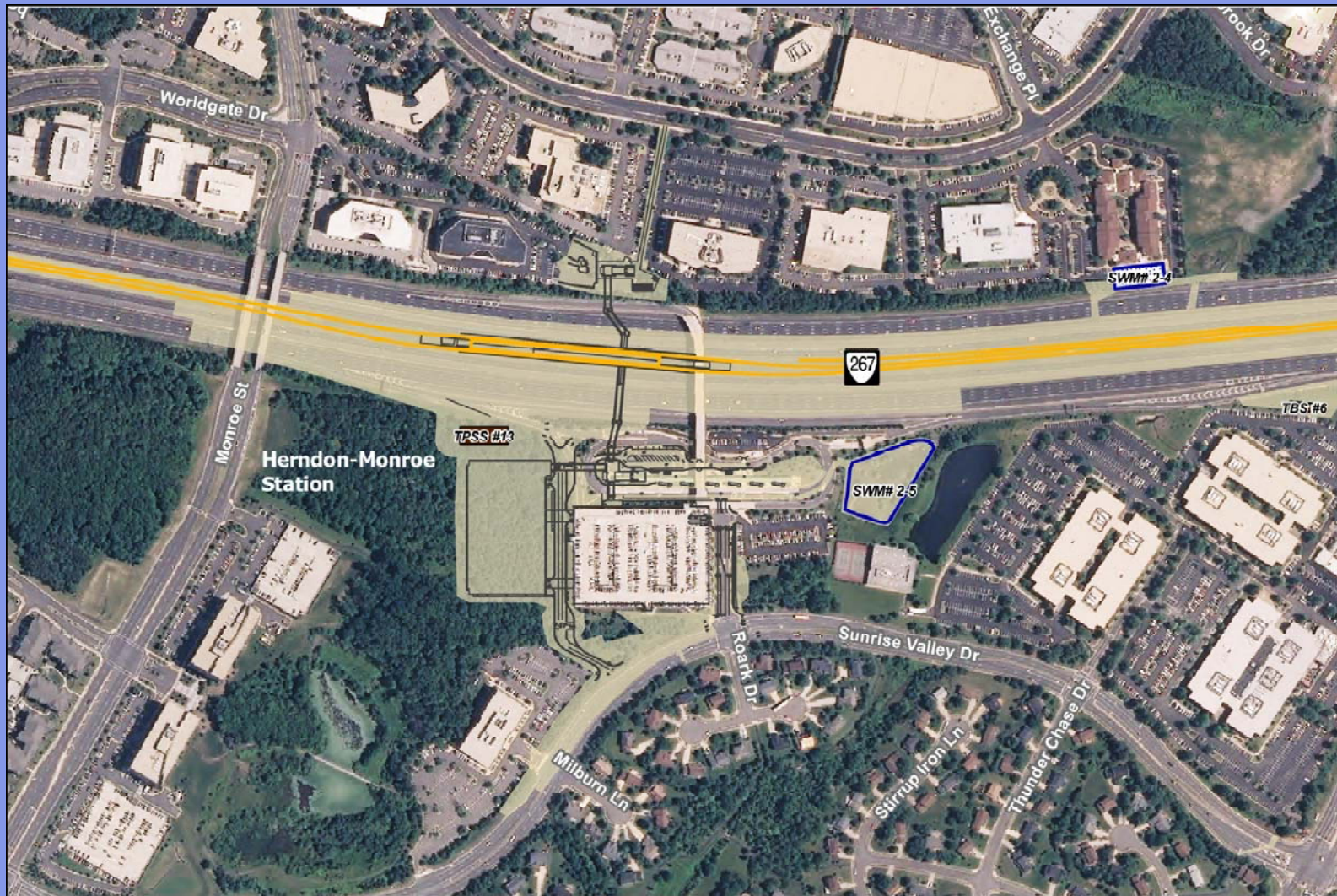
- Design refinements developed during preliminary engineering because of:
  - Greater understanding of site conditions
  - Planned construction approach
  - Need to comply with design standards or regulatory criteria
  - Need to reduce costs



## Design Refinements – Major Changes

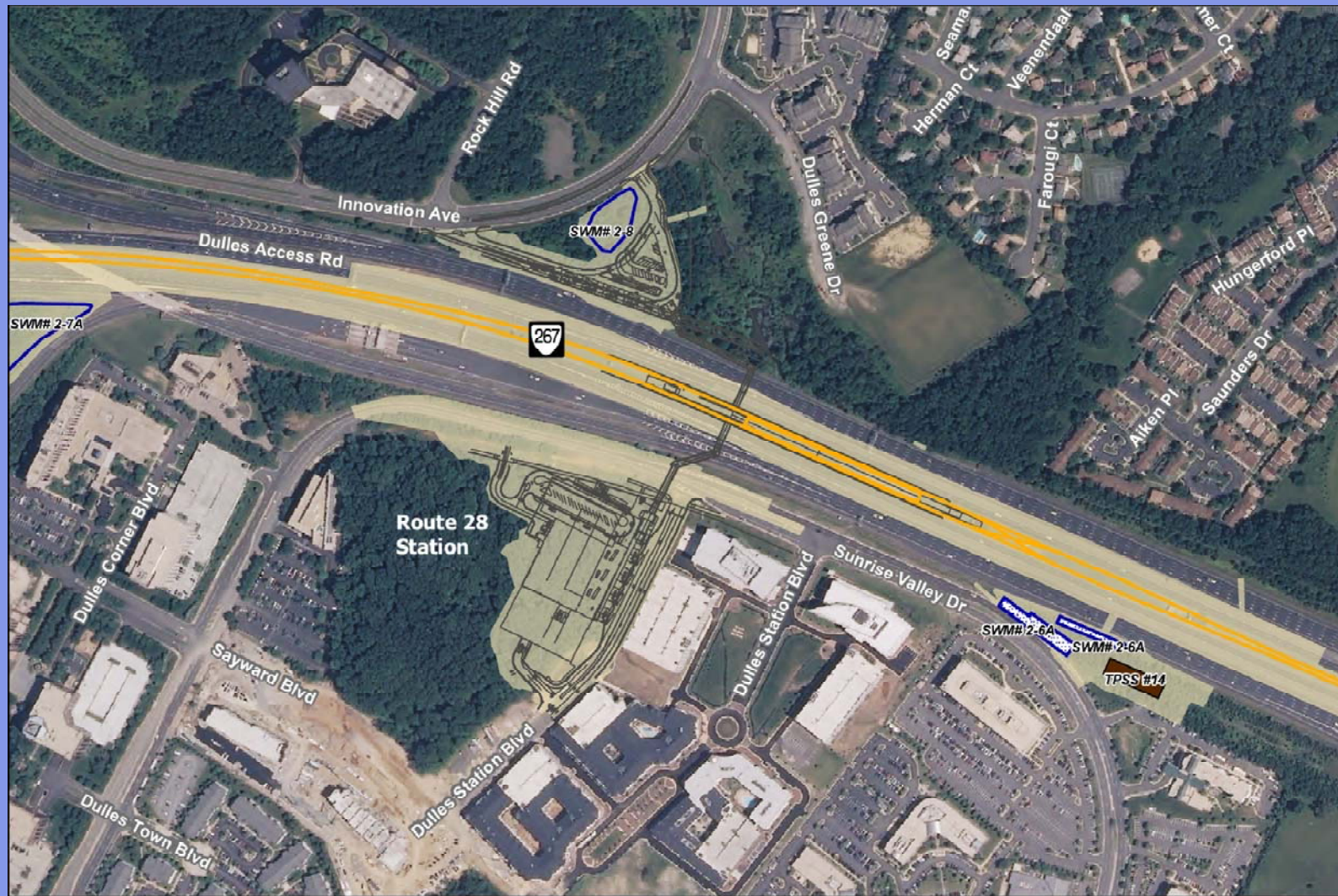
- Herndon-Monroe Station Parking Facilities
  - Consolidation of all new parking in a single garage structure
- Route 28 Station North Side Facilities
  - Shift in location of station entrance
- Dulles Airport Alignment and Station Location
  - New aerial alignment and station location
- Route 772 South Side Station Facilities
  - Re-configuration of entrance facilities and reduction in surface parking to better accommodate future development
- Rail Yard
  - Changes to yard layout and new location for lead tracks

# Design Refinements – Herndon-Monroe Station

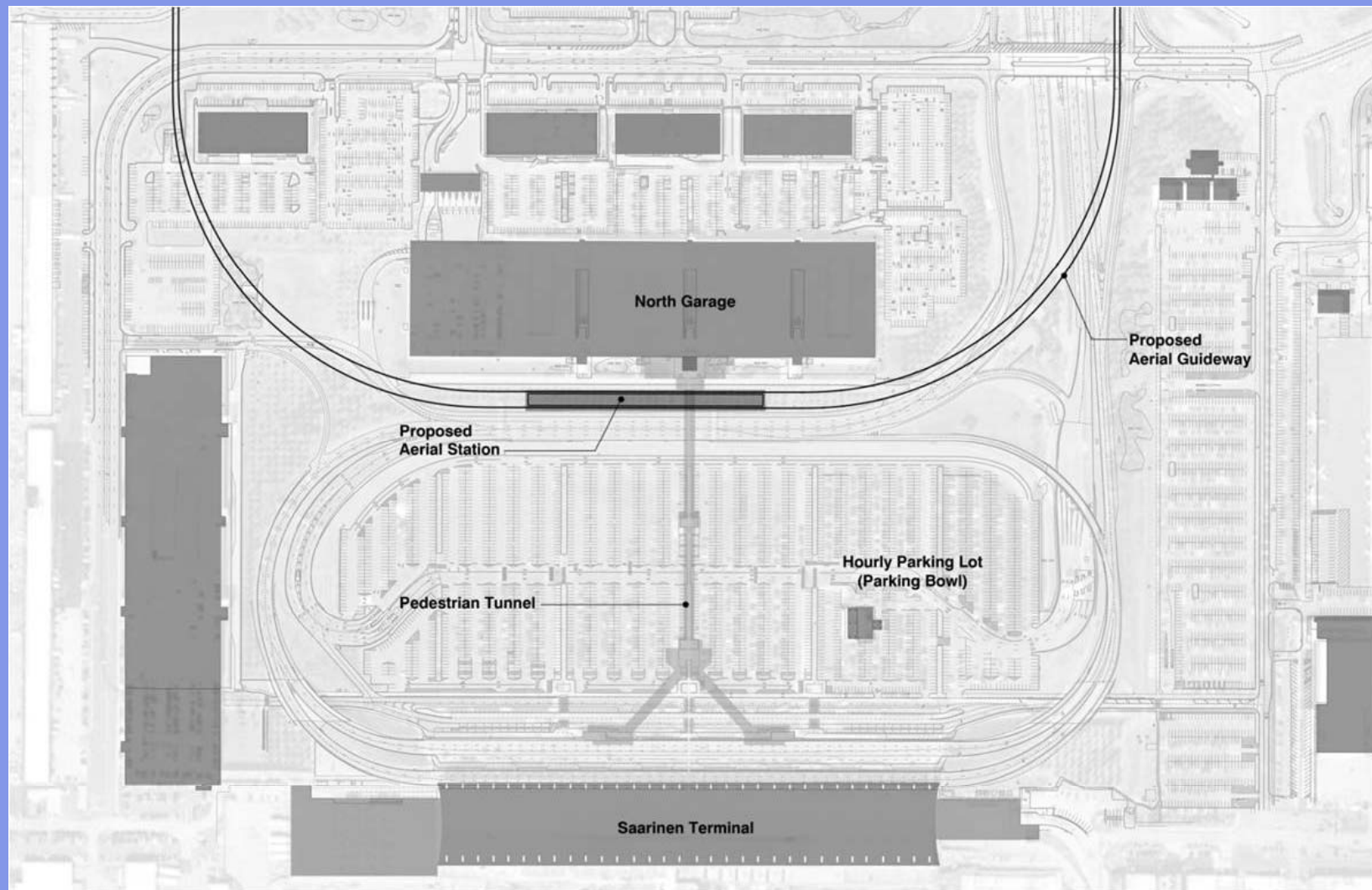




# Design Refinements – Route 28 Station



# Design Refinements – Dulles Airport Station

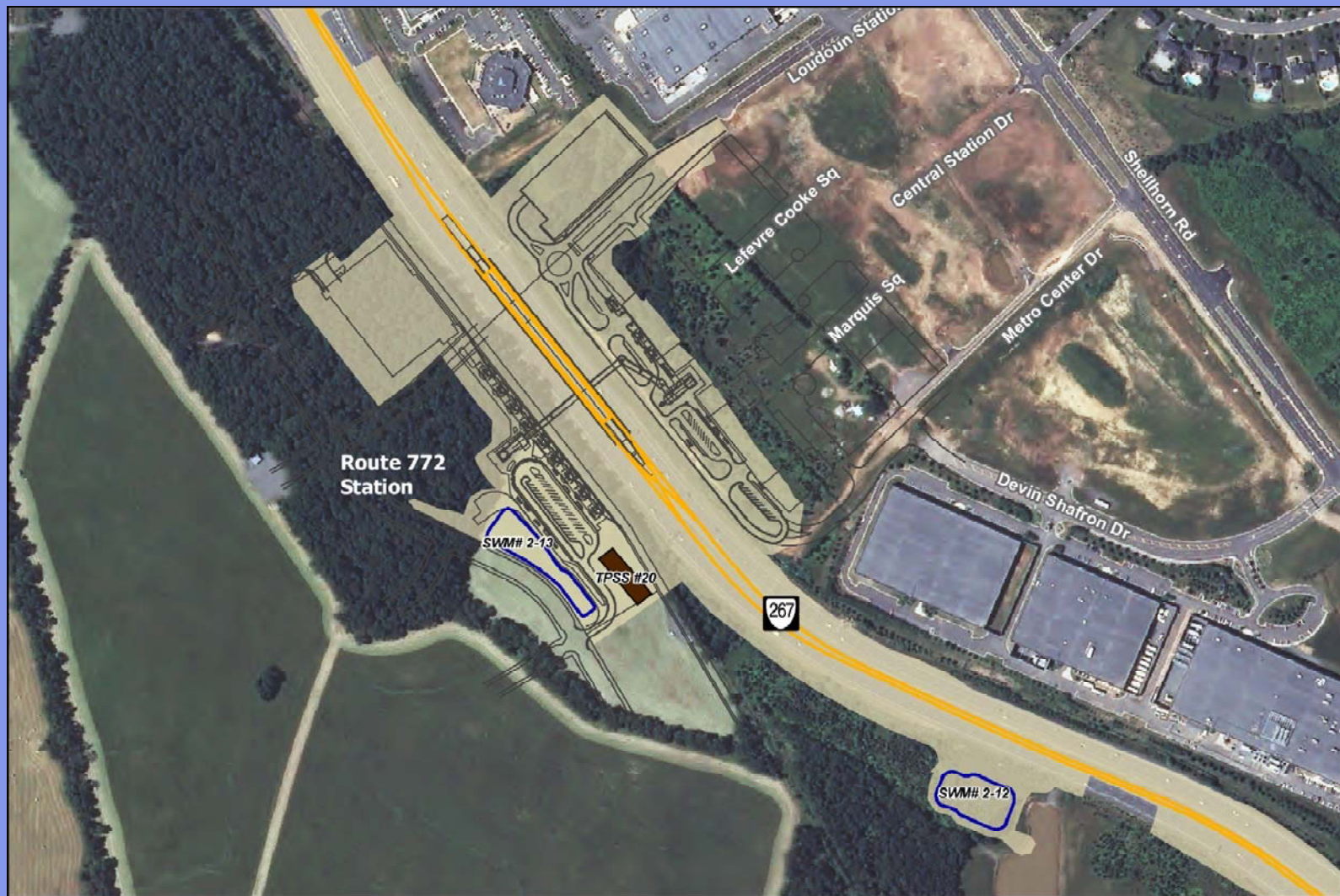




# Design Refinements – Dulles Airport Station

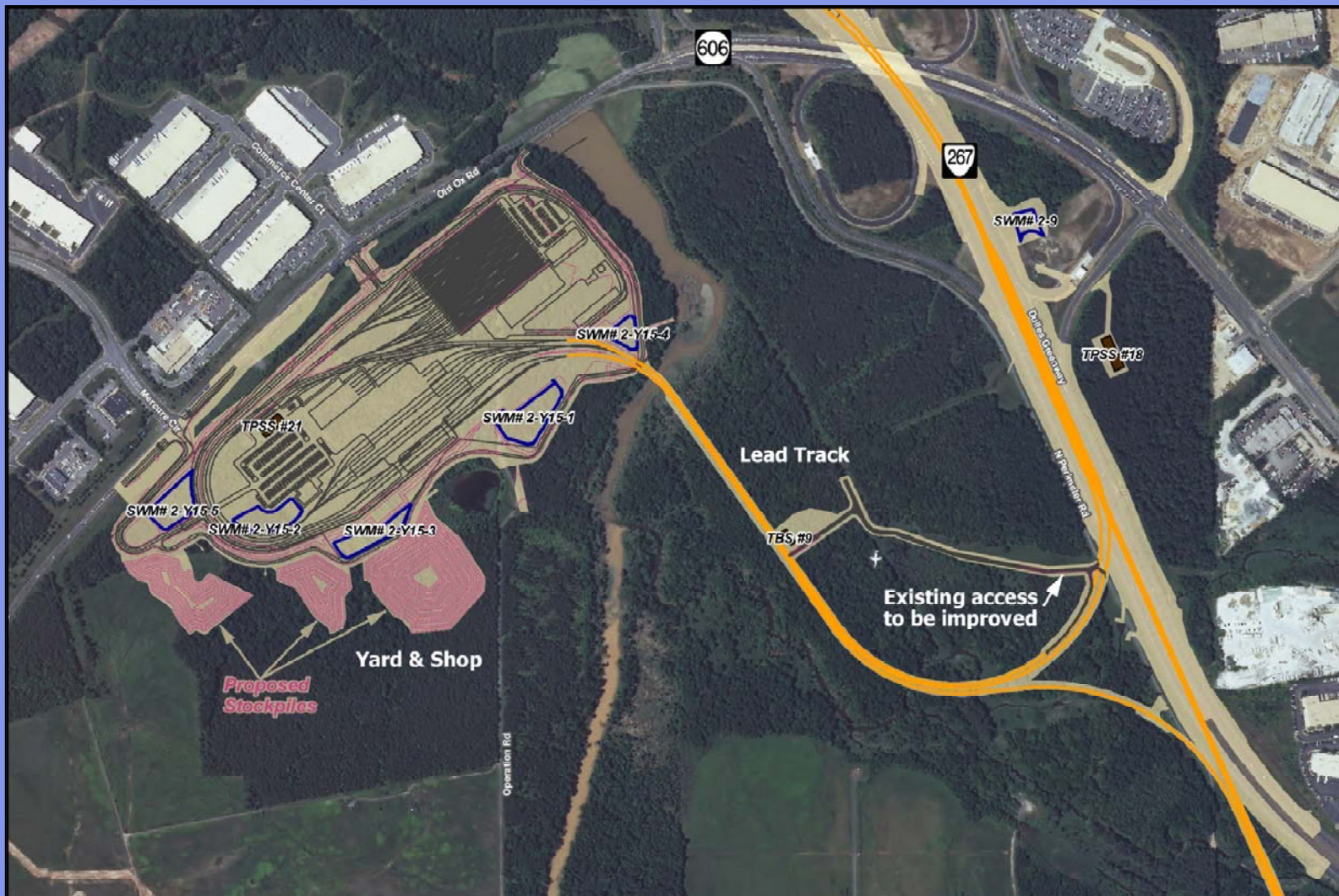


# Design Refinements – Route 772 Station





# Design Refinements – Rail Yard



## Design Refinements – Other Changes

- Reconfiguration of Station Entrances, Access Roadways and Bus Facilities
- Location of Stormwater Management Facilities
- Traction Power Substation and Tie-Breaker Station Locations
- Tail Track Length Reduction



# Design Refinements - Environmental Effects

- No Changes in Effects from Final Environmental Impact Statement
- Changes in Effects from Final Environmental Impact Statement
- Proposed Changes in Mitigation Measures

## No Changes in Effects

- Neighborhood, Community Services and Community Cohesion
- Parklands and Recreational Areas
- Environmental Justice
- Geologic Resources
- Air Quality
- Hazardous and Contaminated Materials
- Economic Effects
- Section 6(f)

## Changes in Effects

- Land Use
  - Runway Protection Zone encroachment will require separate FAA review and approval
- Acquisitions and Displacements
  - Nine (9) newly affected properties
  - Acquisition of seven (7) properties identified in the Final EIS no longer required

## Changes in Effects – Continued

- Visual and Aesthetic Effects
  - Modest change in effects at Herndon-Monroe parking garage
  - Change in effect due to aerial guideway and station at Dulles Airport
- Noise and Vibration
  - One additional noise sensitive receptor predicted to exceed FTA criteria at Dulles Airport
  - No change in number of vibration receptors exceeding criteria

## Changes in Effects – Continued

- Historic Resources

- Aerial alignment and station results in Section 106 “adverse effect” on Dulles Airport Historic District
- New location of yard lead tracks has Section 106 “adverse effect” on one archaeological resource

- Water Resources

- Change in permanent wetland impacts from 5.2 Acres to 5.8 Acres
- One (1) less stream crossing

## Changes in Effects – Continued

- Aquatic and Terrestrial Biota and Habitat
  - Change due to effect at Route 28 Station north side facility
- Transportation Effects
  - Changes in Airport traffic patterns and tenant access during construction
- Section 4(f) Findings
  - Two Section 4(f) resources affected (Dulles Airport Historic District and one archaeological site)
  - No “feasible and prudent” alternative; mitigation proposed to address impacts to Section 4(f) resources

## Proposed Changes in Mitigation

- Mitigation measures required in 2006 Amended FTA Record of Decision would still apply
- Updated Section 106 Memorandum of Agreement to address effects to historic and archaeological resources
- Updated wetland and stream mitigation quantities
- Noise mitigation at Dulles Airport
- Updated FAA Record of Decision to address FAA regulatory requirements

## Next Steps

Close of Public Comment Period	June 25, 2012
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Public Hearing Report	August 2012
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WMATA Board Action	September 2012
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MWAA Board Action	September 2012
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FTA NEPA Determination	Fall 2012
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## Public Comments

- Written comments may be provided to either MWAA or WMATA
- Include WMATA docket number (R12-01)
- Include name and any affiliation/organization when providing written or electronic comments
- Comments must be received by **June 25, 2012**

## Public Comments

- E-Mail
  - [eacomment@dullesmetro.com](mailto:eacomment@dullesmetro.com)
  - OR–
  - [writtentestimony@wmata.com](mailto:writtentestimony@wmata.com)
- Letters
  - Mr. Karl A. Rohrer, Deputy Project Director, Phase 2 - Dulles Corridor Metrorail Project, 1593 Spring Hill Road, Suite 300, Vienna, Virginia 22182
  - OR–
  - Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001 or FAX (202) 962-1133