

REPORT TO THE DULLES CORRIDOR COMMITTEE

RECOMMENDATION TO ADOPT A REVISED LOCALLY PREFERRED ALTERNATIVE FOR PHASE 2 OF THE DULLES CORRIDOR METRORAIL PROJECT

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PURPOSE

Obtain Committee approval and recommend that the Board of Directors adopt revisions to the original Locally Preferred Alternative (LPA) for the Dulles Corridor Metrorail Project (DCMP) resulting from Phase 2 Preliminary Engineering (PE) design refinements.

BACKGROUND

- FTA regulations require project sponsor adopt changes
- Original LPA adopted in 2002 and amended in 2004 by Commonwealth Transportation Board
- Environmental Assessment prepared after PE for changes to:
 - Airport Station location and alignment
 - Herndon Station parking garage
 - Route 772 Station parking
 - Route 28 Station entry location
 - Rail yard and shop connection track

BACKGROUND

- Agencies asked to comment on Environmental Assessment include:
 - EPA
 - WMATA
 - Virginia Department of Environmental Quality
 - Virginia State Historic Preservation Office
 - Local Governments
- Public hearing held June 13, 2012

BACKGROUND

- Environmental mitigation due to the changes has been identified.
- FTA and FAA will issue an Amended Records of Decision after Airports Authority and WMATA Board of Directors adoption of the Revised Locally Preferred Alternative.

RECOMMENDATION

Staff recommends the Committee approve the proposed changes to the Locally Preferred Alternative resulting from Phase 2 Preliminary Engineering refinements, documented in the Environmental Assessment, and recommend that the Board formally adopt the Amended Locally Preferred Alternative.

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**RECOMMENDATION TO ADOPT A REVISED LOCALLY PREFERRED
ALTERNATIVE FOR PHASE 2 OF THE
DULLES CORRIDOR METRORAIL PROJECT**

SEPTEMBER 2012

PURPOSE

To obtain Dulles Corridor Committee approval of changes to the Locally Preferred Alternative (LPA) for the Dulles Corridor Metrorail Project (DCMP) based on Phase 2 design refinements and advance the revised LPA to the Board of Directors for approval.

BACKGROUND

As the lead agency and sponsor of the DCMP, the Airports Authority is responsible for compliance with applicable federal requirements. Under the Federal Transit Administration (FTA) planning regulations, the sponsor of a new fixed-guideway transit project is required to identify and adopt an LPA which identifies the transit mode, alignment, station locations, and other required facilities (e.g., maintenance facilities and parking garages). The LPA is determined as a result of the planning process, environmental reviews, agency coordination and public input. The original LPA for the DCMP was adopted in December 2002 by the Virginia Commonwealth Transportation Board (CTB). In March 2004, the CTB officially revised the LPA to implement the project in two phases. With the Airports Authority's assumption of the project sponsorship in December 2006, its Board of Directors is now the body required to formally adopt any further changes to the approved LPA. Both the original (2002) and previously revised (2004) LPA included a tunnel and underground station at Dulles International.

DISCUSSION

As a result of the cost-savings measures and other design refinements made during the completion of Phase 2 preliminary engineering, the LPA must be revised again to incorporate these design changes, including the aerial alignment and station at Dulles International.

The proposed changes to the LPA were reviewed and documented in the April 2012 *Phase 2 PE Design Refinements Environmental Assessment*. The Environmental Assessment (EA) document was distributed to elected officials, agencies, and organizations that had previously participated in the project's environmental reviews.

Copies were also available for public review at the DCMP office, Washington Metropolitan Area Transit Authority (WMATA) Headquarters, and local libraries, and available for downloading from the project and WMATA websites. Agencies, other interested parties and the public were invited to submit written comments and/or provide testimony on the findings of the EA and proposed changes to the LPA. Following a 45-day comment period, including a formal hearing held on June 13, 2012, a *Public Hearing Report* was issued to record and provide written responses to the comments received. A copy of the *Public Hearing Report* is provided as Attachment 1 for your review and consideration.

Based on the findings documented in the EA and a review of public comments, the proposed Phase 2 design changes are recommended for approval and incorporation into a revised LPA that will be formally presented to the Board of Directors for adoption. Following the Board of Directors' action, and a similar action by WMATA related to its Compact requirements, the Federal Transit Administration will issue its final environmental determination for Phase 2 and identify any additional mitigation measures required to maintain compliance with the National Environmental Policy Act.

RECOMMENDATION

Staff requests the Dulles Corridor Committee approve the proposed changes to the LPA resulting from Phase 2 preliminary engineering and documented in the Environmental Assessment and recommend that the Board of Directors formally adopt the revised LPA.

Prepared by:
Office of Engineering
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