

COASTAL ZONE MANAGEMENT ACT (CZMA) CONSISTENCY DETERMINATION

This document provides the Commonwealth of Virginia with the Federal Aviation Administrations (FAA's) Consistency Determination under Coastal Zone Management Act (CZMA), Section 307(c)(1) [or (2)] and 15 Code of Federal Regulations (CFR) Part 930 sub-part C, for the addition of two new air carrier runways and related facilities, and Tier 3 Concourse development at the Washington Dulles International Airport (IAD). The information in this Consistency Determination is provided pursuant to 15 CFR Section 930.39.

Ms. Ellie Irons
Department of Environmental Quality
Virginia Coastal Program, Room 631
629 East Main Street
Richmond, Virginia 23219

Subject: Federal Consistency Determination for New Runways, Terminal Facilities and Related Facilities at Washington Dulles International Airport

Dear Ms. Irons,

Pursuant to Section 307 of the Coastal Zone Management Act, 16 U.S.C. §1456, as amended, and its implementing regulations at 15 C.F.R. Part 930, this is a Federal Consistency Determination for the construction and operation of two new runways, a new terminal and related facilities at Washington Dulles International Airport. A complete description of the proposed project is contained in Chapter 1 of the FEIS provided.

Proposed Federal Agency Action:

The proposed project involves the construction of a new north-south oriented runway (designated in the EIS as Runway 1W/19W), approximately 9,473 feet long with associated taxiway and navigational aid (NAVAID) improvements, located 4,300 feet west of existing Runway 1L/19R, construction of a new east-west oriented runway (Runway 12R/30L), approximately 10,500 feet long with associated taxiway and NAVAID improvements, located 4,300 feet south of existing Runway 12/30, development of the Tier 3 Concourse, and extension of the Automated People Mover.

FAA has determined that the propose project will not affect the land or water uses or natural resources of the Commonwealth of Virginia as described in the provided FEIS.

The Virginia Coastal Resources Management Program contains the following enforceable policies applicable to the proposed project:

1. Fisheries Management

As indicated in the FEIS (Section 5.13.3.2), the proposed project would not likely result in adverse impacts to finfish or shellfish resources or commercial or recreational fisheries in state waters.

2. Subaqueous Lands Management

As indicated in the FEIS (Section 5.13.3.2), the proposed project would not involve any encroachments in, on, or over state-owned submerged lands.

3. Wetlands and Water Quality

The proposed project would result in unavoidable adverse impacts to regulated wetlands, as delineated by the U.S. Army Corps of Engineers' (USACE) 1987 Wetlands Delineation Manual. As indicated in the

FEIS (Section 5.11), the proposed project would impact a total of 286.1 acres of jurisdictional wetlands and Waters of the U.S. and State and 124,045 linear feet of streams within the Limits of Disturbance (LOD), Cleared Area, and Potential Indirect Impact (PII) areas. Of this total, approximately 42.5 acres of wetlands impacts and 55,887 linear feet of stream impacts would occur within the Coastal Zone of Fairfax County. The estimates of wetland and stream impacts and loss are preliminary and subject to revision through the Clean Water Act (CWA) Section 401 Water Quality Certification/Virginia Water Protection permit and Section 404 Wetlands permit process. While the majority of the wetland and stream impacts would occur in Loudoun County, which is not part of the Virginia Coastal Zone, disturbance of these resources could indirectly impact wetlands and streams in Fairfax County, thereby potentially impacting the Virginia Coastal Zone.

However, the Airport Sponsor, the Metropolitan Washington Airports Authority (MWAA) is in the process of obtaining a CWA Section 401/404 permit through the Joint Permit Application (JPA) process with the United States Army Corps of Engineers (USACE) and the Virginia Department of Environmental Quality (VDEQ). MWAA will obtain all required permits prior to starting any work that would impact wetlands. As part of JPA process and to compensate for unavoidable wetland and stream impacts, MWAA is developing a mitigation plan in consultation with the USACE and VDEQ in a manner that would be compatible with safe aviation (per Federal Aviation Administration [FAA] Advisory Circular [AC] 150/5200-33A, *Hazardous Wildlife Attractants On or Near Airports*). As on-site mitigation was determined to be incompatible with safe aviation practices, MWAA has proposed to purchase credits from wetland and stream mitigation banks whose service area includes IAD. The requisite quantity of wetland and stream credits will be determined through the CWA Section 401/404 permit process. Completion of the wetlands and stream permitting process would allow for mitigation of potential impacts to the Virginia Coastal Zone.

4. Dunes Management

As indicated in the FEIS (Section 5.13.3.2), the proposed project does not involve an encroachment upon or the destruction or alteration of coastal primary sand dunes as defined by the Coastal Primary Sand Dune Protection Act, Virginia Code §28.2-1400 to §28.2-1420.

5. Non-Point Source Pollution Control

MWAA's erosion and sediment control program requires any project that involves excavation, land filling, or disturbance of the existing ground to have erosion and sediment control measures in accordance with the Virginia Erosion and Sediment Control Law and General Criteria, including the *Virginia Erosion and Sediment Control Handbook*. Individuals who are certified by Virginia Department of Conservation and Recreation (VDCR) as Program Administrators, Inspectors, and Plan Reviewers administer MWAA's program. In addition, MWAA has in place a Stormwater Pollution Prevention Plan (SPPP) under its Virginia Pollutant Discharge Elimination System (VPDES) permit (No. VA0089541) that includes all major tenants as co-permittees. The SPPP requires any construction project that disturbs 10,000 square feet or more to have its own SPPP.

All construction and subsequent operational activities associated with the proposed project will be under restrictions embodied in IAD's VPDES stormwater discharge permit, as well as pertinent state guidance such as the *Northern Virginia BMP Handbook* and *Virginia Stormwater Management Handbook*. In addition to the management of stormwater runoff via existing and future temporary and permanent facilities, each separate construction project will be required to have individual erosion and sediment control plans approved by MWAA's Building Codes/Environmental Branch. With these various restrictions and controls in place, no adverse effects on water quality are expected, and the project would not result in impacts to the Virginia Coastal Zone.

6. Point Source Pollution Control

As indicated in the FEIS (Section 5.6.3.2), the proposed project will not generate any new discharge and will comply with IAD's VPDES Stormwater Permit.

7. Shoreline Sanitation

As indicated in the FEIS (Section 5.13.3.2), the proposed project does not involve the installation of septic tanks.

8. Air Quality

IAD is located in an area that is designated as "attainment" for all U.S. Environmental Protection Agency (EPA) criteria air pollutants, with the exception of ozone (O₃) for which the area is designated as "moderate nonattainment" for the 8-hour standard, and as "nonattainment" for PM_{2.5}. This designation signifies that the air quality in this area does not meet the National Ambient Air Quality Standards (NAAQS) for O₃ and PM_{2.5} and that a State Implementation Plan (SIP) is in place or is being developed (for PM_{2.5}) to bring the area into compliance with the standards. The air quality analysis for the proposed project was performed in accordance with FAA Order 5050.4A (*Airport Environmental Handbook*) and the Federal Clean Air Act General Conformity Rule (FAA, 1985, 40 CFR Part 51).

As indicated in the FEIS (Section 5.5.4.2), the 2010 operational emissions inventory indicates that the proposed project would result in a 9 tons per year (tpy) (-1.1 percent) decrease in volatile organic compounds (VOCs) and a 3 tpy (-0.2 percent) decrease in nitrogen oxides (NO_x) emissions compared to the 2010 No-Action Alternative. The 2015 operational emissions inventory (prepared in accordance with 40 CFR Part 139.159 (a) and (d) (2)) indicates that the proposed project would result in a 10 tpy (-1.0 percent) decrease in VOCs and a 5 tpy (-0.2 percent) decrease in NO_x emissions compared to the 2015 No-Action Alternative. The operational VOC and NO_x emissions for the proposed project are below *de minimis* thresholds. Therefore, the General Conformity Rule does not apply and the proposed project would conform to the SIP (see Section 5.5.7.5 of the FEIS).

As also indicated in the FEIS (Section 5.5.5.2), the construction period emissions inventory predicts that over the course of the five-year construction period for the proposed project, the total emissions would be 88 tons for VOCs and 599 tons for NO_x. The construction period VOC emissions for the proposed project would not exceed applicable *de minimis* levels, however, the construction period NO_x emissions would exceed applicable *de minimis* levels; therefore, a General Conformity Determination was warranted.

The General Conformity Determination was prepared to evaluate the operational and construction period emissions of the proposed project as well as the emissions associated with the cumulative projects. The results of the analysis indicate that the emissions associated with the operation and construction of the proposed project and the cumulative projects are fully accounted for in the current SIP. Therefore, conformity with the SIP has been demonstrated, and implementation of the proposed project would not result in air quality impacts to Virginia's Coastal Zone.

9. Coastal Lands Management

As indicated in the FEIS (Section 5.13), the proposed project is reasonably likely to encroach upon properly designated Chesapeake Bay Preservation Areas. The proposed project would impact 323 acres of Resource Management Areas (RMA) and 21 acres of Resource Protection Areas (RPA). To minimize the impacts to RMAs and RPAs, MWAA will incorporate into its design plans, as appropriate, provisions similar to those contained in the Fairfax County CBPO *General Performance Criteria for Resource Management Areas and Resource Protection Areas* (Chapter 118, Article 3.2). Criteria implemented by MWAA will include such measures as preservation of indigenous vegetation to the maximum extent possible, maintenance of best management practices (BMPs) to ensure their effectiveness, and adequate containment/control of stormwater runoff using BMPs. In addition, MWAA's design plans will include erosion and sediment control measures similar to those outlined in the *Fairfax County Code*, Chapter 104

(adopted December 4, 2004). Implementation of these measures would minimize impacts to Virginia's Coastal Zone.

Conclusion:

Based upon the information, data and analysis provided in the attached FEIS, FAA finds that the addition of two new air carrier runways and related facilities, and Tier 3 Concourse development at the Washington Dulles International Airport (IAD) is consistent to the maximum extent practicable with the enforceable policies of the Virginia Coastal Resources Management Program.

Pursuant to 15 CFR §930.41, the Virginia Coastal Resources Management Program has 60 days from receipt of this letter in which to concur with or object to this Consistency Determination, or to request an extension, in writing, under 15 CFR § 930.41(b). Virginia's concurrence will be presumed if FAA does not receive its response on the 60th day from receipt of this determination. FAA wishes to note that VDEQ has already concurred that the proposed project is consistent with the Virginia Coastal Resources Management Program. This concurrence was transmitted by VDEQ in a letter dated March 3, 2005 from VDEQ to Mr. Brad Mehaffy of the FAA Washington Airports District Office, which stated, "Based on the information submitted and the comments of reviewing agencies, we concur that the proposed activity is consistent with the Virginia Coastal resources Management Program, provided that MWA and its contractors comply with all applicable requirements."

The state's response should be sent to:

Mr. Joseph Delia
Federal Aviation Administration
Washington Airports District Office
23723 Air Freight Lane
Suite 210
Dulles, VA 20166

and

Mr. William C. Lebegern
Metropolitan Washington Airports Authority, MA-32
West Building Room 155
Ronald Reagan Washington National Airport
Washington, DC 20001

Signed:



Mr. Terry Page, Manager
Washington Airports District Office
Federal Aviation Administration

7/22/05
Date