

C **APPENDIX C: PUBLIC HEARING PRESENTATION AND SCRIPT**

- Presentation
- Script

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

1

Call To Convene & Introductions

Pat Nowakowski

Executive Project Director
Metropolitan Washington Airports Authority

2

Notification & Procedure of Hearings

Hon. Cathy Hudgins

WMATA Board of Directors

3

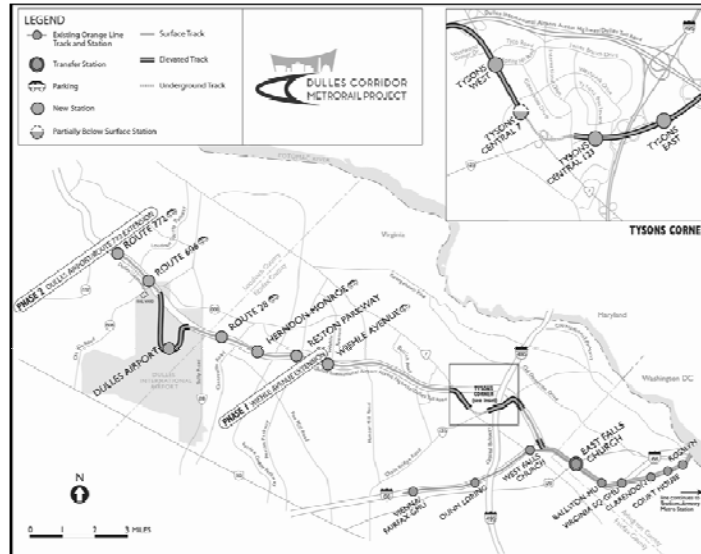
Project Presentation

Karl A. Rohrer

Deputy Project Director, Phase 2
Metropolitan Washington Airports Authority

4

Project Location



5

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



6

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

7

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

8

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

9

Design Refinements – Herndon-Monroe Station



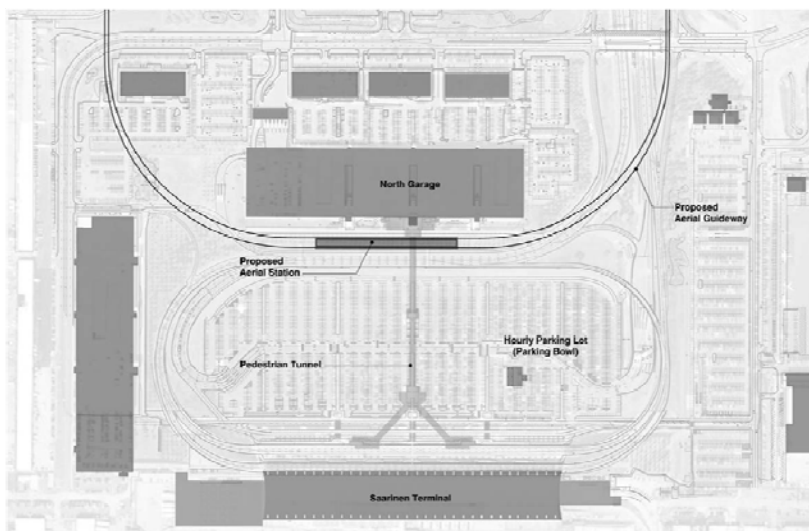
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Design Refinements – Route 28 Station



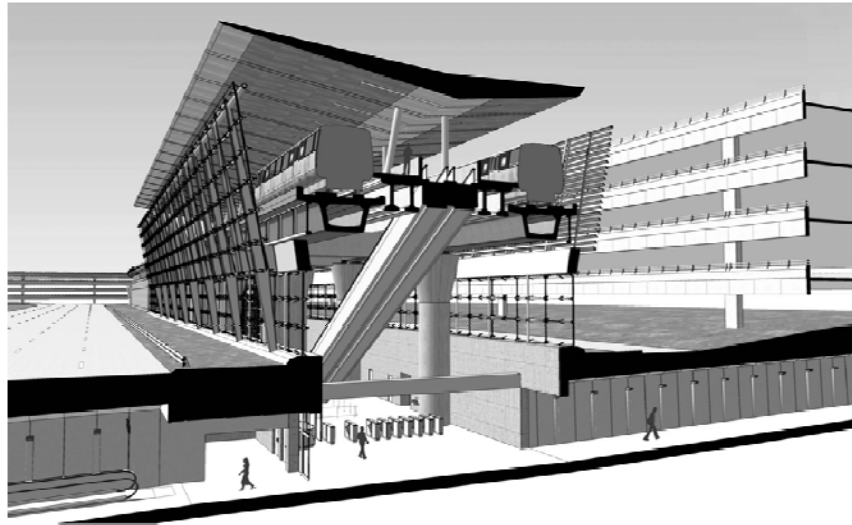
11

Design Refinements – Dulles Airport Station



12

Design Refinements – Dulles Airport Station



13

Design Refinements – Route 772 Station



14

Design Refinements – Rail Yard



15

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

16

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

17

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)

18

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

19

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

20

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

21

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

22

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

23

Next Steps

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

24

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**

25

Public Comments

- E-Mail
 - ecomments@dullesmetro.com
 - OR–
 - 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

26

**DULLES CORRIDOR METRORAIL PROJECT – PHASE 2
PRELIMINARY ENGINEERING DESIGN REFINEMENTS
ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING – JUNE 13, 2012**

OPENING REMARKS

ORDER OF SPEAKERS:

1. *CALL TO CONVENE – PAT NOWAKOWSKI, MWAA*
2. *INTRODUCTIONS – CATHY HUDGINS, WMATA*
3. *NOTIFICATION AND PROCEDURE OF HEARINGS – CATHY HUDGINS*
4. *PROJECT PRESENTATION – KARL ROHRER*
5. *CALL FOR TESTIMONY – CATHY HUDGINS*
6. *ADJOURNMENT – CATHY HUDGINS*

SLIDE 1: TITLE SLIDE

SLIDE 2: CALL TO CONVENE & INTRODUCTIONS (MWAA OFFICIAL)

MWAA BOARD MEMBER/OFFICIAL: GOOD EVENING. MY NAME IS PAT NOWAKOWSKI AND I AM THE EXECUTIVE PROJECT DIRECTOR FOR THE DULLES CORRIDOR METRORAIL PROJECT.

TO MY LEFT [RIGHT] IS MRS. CATHY HUDGINS, FAIRFAX COUNTY SUPERVISOR FOR THE HUNTER MILL DISTRICT AND MEMBER OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY BOARD OF DIRECTORS.

I WOULD LIKE TO START BY WELCOMING EACH OF YOU THIS EVENING.

WE HAVE AN OFFICIAL PROGRAM THAT WE NEED TO GO THROUGH TONIGHT, BUT I WANTED TO START BY INTRODUCING THE PEOPLE WHO HAVE OFFICIAL RESPONSIBILITIES DURING TONIGHT'S HEARING.

SEATED AT THE TABLE WITH MRS. HUDGINS ARE KARL ROHRER, DEPUTY PROJECT DIRECTOR FOR PHASE 2 OF THE DULLES CORRIDOR METRORAIL PROJECT, DAN KOENIG, ENVIRONMENTAL PROTECTION SPECIALIST WITH THE FEDERAL TRANSIT ADMINISTRATION, AND JAMES ASHE, MANAGER, ENVIRONMENTAL PLANNING AND COMPLIANCE, FOR THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY.

I WOULD ALSO LIKE TO RECOGNIZE THE PUBLIC OFFICIALS WHO ARE HERE THIS EVENING, IF THEY WOULD PLEASE STAND UP:

IEA TEAM WILL BRING PAT NOWAKOWSKI A LIST OF OFFICIALS]

WORK WITH MARCIA M. TO GATHER LIST

SO WITH THAT, LET ME TURN IT OVER TO MRS. HUDGINS, AND WE CAN BEGIN THE OFFICIAL PROGRAM.

SLIDE 3: NOTIFICATION & PROCEDURE OF HEARINGS (MRS. HUDGINS)

MRS. HUDGINS: THANK YOU PAT. I HAVE A PREPARED STATEMENT THAT I MUST MAKE, AND IF YOU WILL BEAR WITH ME, WE'LL GET THROUGH IT AND GET RIGHT TO THE PRESENTATION AND TESTIMONY FOR THIS PUBLIC HEARING.

MY NAME IS CATHY HUDGINS AND I CURRENTLY SERVE AS CHAIR OF THE BOARD OF DIRECTORS OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY.

THIS HEARING HAS BEEN CONVENED BY THE METROPOLITAN WASHINGTON AIRPORTS AUTHORITY (MWAA), THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) AND THE FEDERAL TRANSIT ADMINISTRATION IN COMPLIANCE WITH THE APPLICABLE REQUIREMENTS OF THE NATIONAL ENVIRONMENTAL POLICY ACT OF 1969, AS AMENDED, THE NATIONAL HISTORIC PRESERVATION ACT, AND THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY COMPACT.

THIS PUBLIC HEARING IS BEING HELD TO RECEIVE AND CONSIDER COMMENTS FROM THE PUBLIC ON THE ENVIRONMENTAL ASSESSMENT AND THE POTENTIAL EFFECTS TO HISTORIC RESOURCES FROM THE PRELIMINARY ENGINEERING DESIGN REFINEMENTS TO THE SECOND PHASE OF THE DULLES CORRIDOR METRORAIL PROJECT, A PROPOSED METRORAIL EXTENSION IN FAIRFAX AND LOUDOUN COUNTIES, VIRGINIA – WHICH IS WMATA DOCKET R12-01. THE FEDERAL TRANSIT ADMINISTRATION IS THE LEAD FEDERAL AGENCY FOR THE PROJECT WITH THE FEDERAL AVIATION ADMINISTRATION A COOPERATING FEDERAL AGENCY.

NOTICES FOR THE HEARING WERE PUBLISHED ON THE PROJECT'S WEBSITE, THE AIRPORT AUTHORITY WEBSITE, AND THE WMATA WEBSITE. NOTICES ALSO APPEARED IN THE WASHINGTON POST, THE WASHINGTON HISPANIC, EL TIEMPO LATINO, EL PREGONERO, INDIA THIS WEEK, AND EXPRESS INDIA NEWSPAPERS.

THE ENVIRONMENTAL ASSESSMENT WAS AVAILABLE FOR PUBLIC REVIEW BEGINNING ON MAY 16, 2012 AT THE PROJECT OFFICE, AT WMATA'S HEADQUARTERS, ON THE PROJECT'S WEBSITE, ON WMATA'S WEBSITE AND AT PUBLIC LIBRARIES AND COMMUNITY CENTERS IN FAIRFAX AND LOUDOUN COUNTIES. GENERAL PROJECT PLANS, CALLED "PROPOSED REFINEMENTS TO THE GENERAL PLANS," WERE AVAILABLE FOR INSPECTION AT WMATA HEADQUARTERS, THE LIBRARIES, AND THE PROJECT OFFICE BEGINNING ON MAY 16, 2012.

NOW I WILL BRIEFLY COVER THE PROCEDURE THAT WE WILL FOLLOW DURING THIS HEARING.

FIRST, WE WILL HEAR A PRESENTATION ON THE ENVIRONMENTAL ASSESSMENT. THEN WE WILL HEAR FROM THOSE PERSONS WHO ARE REGISTERED ON THE WITNESS LIST, BEGINNING WITH ELECTED OFFICIALS WHO WILL BE ALLOWED 5 MINUTES EACH TO MAKE THEIR COMMENTS. OTHER PERSONS WHO REGISTERED WILL THEN BE CALLED IN THE ORDER THAT THEY REGISTERED AND RECEIVE 3 MINUTES EACH TO COMMENT.

IF YOU WOULD LIKE TO SIGN UP TO GIVE TESTIMONY BUT HAVE NOT DONE SO YET, PLEASE SEE MS. PENA AT THE SPEAKER REGISTRATION TABLE AT THIS TIME.

RELINQUISHING OF TIME BY ONE SPEAKER TO ANOTHER IS NOT PERMITTED AND WE WILL NOT BE ANSWERING QUESTIONS DURING THE TESTIMONY OF THIS PUBLIC HEARING. THERE IS A TIMER HERE THAT WILL COUNT DOWN HOW MUCH TIME YOU HAVE LEFT TO SPEAK. IT WILL GIVE YOU A WARNING BEEP WHEN YOUR TIME IS UP.

BEFORE YOU BEGIN YOUR REMARKS, I WILL ASK YOU STATE YOUR NAME AND THE ORGANIZATION YOU REPRESENT, IF ANY.

PLEASE NOTE THAT ANY PERSONAL INFORMATION SUCH AS NAME, ADDRESS, OR TELEPHONE NUMBER YOU PROVIDE IN THE STATEMENT MAY BE RELEASEABLE TO THE PUBLIC UNDER THE WMATA PUBLIC ACCESS TO RECORDS POLICY.

WE HAVE A COURT REPORTER HERE TONIGHT WHO WILL BE MAKING A VERBATIM TRANSCRIPT OF THE HEARINGS. COPIES OF THE TRANSCRIPT MAY BE PURCHASED FROM THE OFFICIAL REPORTER, CAPITAL REPORTING COMPANY WHOSE TELEPHONE NUMBER IS 202-857-3376. THE TRANSCRIPT WILL ALSO BE INCLUDED IN THE PUBLIC HEARING REPORT, WHICH WILL BE POSTED ON THE PROJECT'S WEBSITE.

FOLLOWING THE PUBLIC HEARING, THE METROPOLITAN WASHINGTON AIRPORTS AUTHORITY AND THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY WILL REVIEW THE TESTIMONY AND YOUR COMMENTS WHICH WILL BECOME PART OF THE PUBLIC RECORD AND INCLUDED IN THE REPORT ON THE PUBLIC HEARING. A *PUBLIC HEARING REPORT* WILL BE CIRCULATED FOR TEN DAYS TO ALLOW PUBLIC REVIEW AND COMMENT. AT THE COMPLETION OF THE PUBLIC REVIEW AND COMMENT PERIOD, THE MWAA AND WMATA BOARDS OF DIRECTORS WILL ACT ON THE PROPOSED REFINEMENTS AFTER CONSIDERING THE PUBLIC HEARING RECORD AND THE *PUBLIC HEARING REPORT*. AFTER A REVIEW OF THE PUBLIC HEARING COMMENTS AND RESPONSES, THE FEDERAL TRANSIT ADMINISTRATION WILL AMEND ITS RECORD OF DECISION FOR THE PROJECT, IF APPROPRIATE.

NOW WE ARE READY TO START THE PRESENTATION BY MR. KARL ROHRER, THE DEPUTY PROJECT DIRECTOR FOR PHASE 2 OF THE DULLES CORRIDOR METRORAIL PROJECT.

SLIDE 4: PROJECT PRESENTATION SLIDE (TEXT)

KARL ROHRER: GOOD EVENING AND THANK YOU FOR COMING TO THE HEARING FOR THE ENVIRONMENTAL ASSESSMENT ON THE PHASE 2 PRELIMINARY ENGINEERING DESIGN REFINEMENTS. THIS HEARING WILL ALSO ADDRESS POTENTIAL EFFECTS TO HISTORIC RESOURCES AND PROVIDE AN OPPORTUNITY FOR THE PUBLIC TO COMMENT IN ACCORDANCE WITH SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT.

I AM SURE THAT MOST OF YOU HAVE BEEN FOLLOWING THIS PROJECT FOR MANY YEARS, BUT LET ME BRIEFLY COVER A LITTLE HISTORY AND BACKGROUND.

SLIDE 5 PROJECT LOCATION (MAP)

THE DULLES CORRIDOR METRORAIL PROJECT, ALSO KNOWN AS THE “SILVER LINE” WILL EXTEND METRORAIL FROM THE CURRENT ORANGE LINE TO ROUTE 772 IN LOUDOUN COUNTY, A LENGTH OF APPROXIMATELY 23 MILES. THE PROJECT WILL BE CONSTRUCTED IN TWO PHASES, AS SHOWN HERE ON THE MAP. THE PROJECT’S FIRST PHASE IS CURRENTLY UNDER CONSTRUCTION AND IS CALLED THE WIEHLE AVENUE EXTENSION. IT WILL EXTEND 11.7 MILES FROM THE ORANGE LINE THROUGH THE CORE OF TYSONS CORNER TO WIEHLE AVENUE IN RESTON. THE SECOND PHASE, AND THE SUBJECT OF TONIGHT’S HEARING, IS KNOWN AS THE DULLES AIRPORT/ROUTE 772 EXTENSION AND WILL CONTINUE THE LINE ANOTHER 11.4 MILES TO DULLES AIRPORT AND EASTERN LOUDOUN COUNTY.

THE DESIGN REFINEMENTS AND ENVIRONMENTAL ASSESSMENT THAT ARE THE TOPIC OF TONIGHT’S HEARING CONCERN PHASE 2 – THE DULLES AIRPORT/ROUTE 772 EXTENSION.

SLIDE 6 – PURPOSE OF THE HEARING (TEXT)

TONIGHT'S HEARING WILL PROVIDE:

- AN OVERVIEW OF THE DESIGN REFINEMENTS MADE DURING PRELIMINARY ENGINEERING (OR PE) FOR PHASE 2,
- AN EXPLANATION OF WHY AN ENVIRONMENTAL ASSESSMENT (OR EA), WAS PREPARED, AND A REVIEW OF THE ANTICIPATED CHANGES IN ENVIRONMENTAL EFFECTS.
- AN OPPORTUNITY TO HEAR YOUR COMMENTS ON THE PROPOSED DESIGN REFINEMENTS

THE EA AND THIS HEARING DO NOT ADDRESS MATTERS RELATED TO PROJECT FUNDING OR CONTRACTING APPROACHES.

SLIDE 7: WHY AN EA? (TEXT)

I AM SURE THAT MANY OF YOU ARE WONDERING WHY AN EA WAS PREPARED AT THIS POINT IN THE PROJECT.

BASED ON PRIOR ENVIRONMENTAL REVIEWS FOR THE PROJECT, THE FEDERAL TRANSIT ADMINISTRATION AND THE FEDERAL AVIATION ADMINISTRATION ISSUED SEPARATE RECORDS OF DECISION FOR THE ENTIRE PROJECT IN 2005; THE FTA RECORD OF DECISION WAS LATER AMENDED IN 2006 TO ADDRESS CHANGES TO THE PHASE 1 DESIGN

THE TERMS OF THESE RECORDS OF DECISION REQUIRE THAT ADDITIONAL ENVIRONMENTAL ANALYSIS BE COMPLETED IF DESIGN CHANGES ARE MADE AND THE SIGNIFICANCE OF THOSE CHANGES IS UNKNOWN.

AS PRELIMINARY ENGINEERING PROGRESSED, SEVERAL DESIGN REFINEMENTS WERE IDENTIFIED THAT REQUIRED ADDITIONAL

ENVIRONMENTAL REVIEW TO COMPLY WITH FEDERAL REGULATIONS AND ENVIRONMENTAL STATUTES.

THEREFORE, THE EA WAS PREPARED TO DOCUMENT THE CHANGES IN ENVIRONMENTAL EFFECTS RESULTING FROM THE DESIGN REFINEMENTS AND COMPARE THOSE EFFECTS TO THOSE PRESENTED IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.

SLIDE 8: PE DESIGN REFINEMENTS (TEXT)

THE DESIGN REFINEMENTS THAT ARE THE SUBJECT OF THE EA RESULTED FROM MORE DETAILED ENGINEERING, ADDITIONAL INFORMATION ABOUT SITE CONDITIONS, THE PLANNED CONSTRUCTION APPROACH, UPDATED DESIGN STANDARDS AND PERMIT REQUIREMENTS, AND EFFORTS TO REDUCE PROJECT COSTS.

SLIDE 9: DESIGN REFINEMENTS – MAJOR CHANGES

AT THIS POINT IN THE PRESENTATION I AM GOING TO GO THROUGH THE **MAJOR** DESIGN REFINEMENTS MADE TO PHASE 2 USING A SERIES OF FIGURES.

- HERNDON-MONROE STATION PARKING FACILITIES
- ROUTE 28 STATION NORTH SIDE FACILITIES
- DULLES AIRPORT ALIGNMENT AND STATION LOCATION
- ROUTE 772 STATION FACILITIES
- RAIL YARD

THERE ARE ADDITIONAL MINOR CHANGES THAT ARE DESCRIBED IN THE ENVIRONMENTAL ASSESSMENT THAT I WILL BRIEFLY TOUCH ON LATER IN THIS PRESENTATION.

SLIDE 10: CHANGES AT HERDON-MONROE STATION PARKING FACILITIES (FIGURE)

THE SOUTH SIDE STATION FACILITIES WERE MODIFIED TO CONSOLIDATE ALL NEW PARKING IN A SINGLE PARKING STRUCTURE, INSTEAD OF TWO STRUCTURES AS PREVIOUSLY PLANNED. THE TOTAL NUMBER OF NEW PARKING SPACES AT THE STATION WOULD REMAIN THE SAME (1,750). BECAUSE THE NEW PARKING STRUCTURE WOULD ACCOMMODATE MORE PARKING, HAS A LARGER FOOTPRINT AND WOULD BE TWO LEVELS (FROM FOUR TO SIX) TALLER.

SLIDE 11: CHANGES AT ROUTE 28 STATION NORTH SIDE FACILITIES (FIGURE)

REFINEMENTS TO THE ROUTE 28 STATION WERE MADE AT THE REQUEST OF FAIRFAX COUNTY IN ORDER TO ENHANCE THE STATION'S INTEGRATION WITH ADJACENT PLANNED DEVELOPMENTS. THE NORTH SIDE ENTRANCE FACILITIES WERE MOVED TO A NEW SITE TO THE WEST OF THE PREVIOUS SITE, CLOSER TO THE CENTER FOR INNOVATIVE TECHNOLOGY BUILDING.

SLIDE 12: CHANGE IN ALIGNMENT AND STATION LOCATION AT DULLES AIRPORT (FIGURE)

AS A COST REDUCTION MEASURE, THE ALIGNMENT TYPE AND STATION LOCATION AT DULLES AIRPORT WAS CHANGED. THE TUNNEL ALIGNMENT AND UNDERGROUND STATION ADJACENT TO THE MAIN TERMINAL WERE REPLACED WITH AN ELEVATED GUIDEWAY AND AERIAL STATION NEXT TO THE NORTH DAILY PARKING GARAGE.

SLIDE 13: CHANGES AT DULLES AIRPORT STATION (FIGURE)

PASSENGERS USING THE STATION WOULD TRAVEL APPROXIMATELY 1,200 FEET BETWEEN THE STATION AND THE MAIN TERMINAL USING THE EXISTING PEDESTRIAN TUNNEL AND MOVING SIDEWALKS LOCATED UNDERNEATH THE HOURLY PARKING LOT.

THE FUNCTIONAL LAYOUT OF THE STATION WOULD BE SIMILAR TO OTHER AERIAL STATIONS OF THE METRORAIL SYSTEM. A CENTER PLATFORM WITH A CANOPY WOULD BE PROVIDED. ESCALATORS, STAIRS AND ELEVATOR ACCESS WOULD PROVIDE ACCESS TO AN UNDERGROUND CONCOURSE WITH A DIRECT TIE-IN TO THE PEDESTRIAN WALKWAY TUNNEL. THE STATION ENTRANCE WOULD BE AT THE SAME LEVEL AS THE EXISTING PEDESTRIAN TUNNEL.

SLIDE 14: CHANGES AT ROUTE 772 STATION FACILITIES (FIGURE)

REFINEMENTS TO THE ROUTE 772 STATION WERE MADE AT THE REQUEST OF LOUDOUN COUNTY IN ORDER TO ENHANCE THE STATION'S INTEGRATION WITH ADJACENT PLANNED DEVELOPMENTS. THE SIZE OF THE SOUTH SIDE FACILITY WOULD BE SMALLER THAN WHAT WAS DESIGNED UNDER THE LPA BECAUSE THE SURFACE PARKING LOT WAS REDUCED IN SIZE (APPROXIMATELY 300 SPACES WERE ELIMINATED) AND THE BUS BAYS AND KISS & RIDE LOT WERE RECONFIGURED AND MOVED TO A NEW LOCATION IN ORDER TO MAXIMIZE LAND AVAILABILITY FOR FUTURE TRANSIT-ORIENTED DEVELOPMENT.

SLIDE 15: CHANGES TO PHASE 2 RAIL YARD (FIGURE)

THE LAYOUT OF THE YARD WAS MODIFIED AND RECONFIGURED TO ENHANCE OPERATIONS AND SAFETY AND A PERIMETER ROADWAY WAS ADDED FOR IMPROVED SECURITY. IN ADDITION, THE ROUTING OF THE YARD LEAD TRACKS WAS CHANGED TO MATCH THE NEW YARD LAYOUT. THE LEAD TRACK WOULD NOW ENTER THE YARD LIMITS ON THE NORTHERN END INSTEAD OF ENTERING THE YARD FROM THE SOUTHERN END AS PREVIOUSLY PROPOSED.

SLIDE 16: DESIGN REFINEMENTS - OTHER CHANGES (TEXT)

IN ADDITION TO THESE DESIGN REFINEMENTS, THERE WERE ALSO SOME OTHER CHANGES THAT ARE DISCUSSED IN FURTHER DETAIL IN THE EA, INCLUDING:

- THE CONFIGURATION OF STATION ENTRANCES, ROADWAYS, AND BUS FACILITIES WERE MODIFIED TO ENHANCE ACCESS AND CIRCULATION WITHIN STATION SITES
- THE LOCATIONS FOR PROPOSED STORMWATER MANAGEMENT PONDS AND ANCILLARY FACILITIES SUCH AS TRACTION POWER SUBSTATIONS AND TIE-BREAKER STATIONS WERE REFINED TO MEET CURRENT CRITERIA AND REGULATIONS.
- FINALLY, THE LENGTH OF THE TRACKS BEYOND THE ROUTE 772 STATION WAS REDUCED TO SAVE COSTS.

SLIDE 17: DESIGN REFINEMENTS - ENVIRONMENTAL EFFECTS (TEXT)

AS I MENTIONED PREVIOUSLY, THE PURPOSE OF THE ENVIRONMENTAL ASSESSMENT WAS TO DOCUMENT THE CHANGES IN EFFECTS BETWEEN THE PROJECT'S FINAL ENVIRONMENTAL IMPACT STATEMENT AND THE CURRENT PRELIMINARY ENGINEERING DESIGN. IN THE FOLLOWING SLIDES, I WILL FIRST NOTE THE AREAS WHERE THERE WERE NO CHANGES IN EFFECTS, THEN I WILL REVIEW THE AREAS THE EFFECTS HAVE CHANGED AND PROPOSED CHANGES IN MITIGATION.

SLIDE 18: NO CHANGES IN EFFECTS (TEXT)

THE FOLLOWING AREAS HAD NO CHANGES IN EFFECTS FROM THOSE DESCRIBED IN PROJECT'S FINAL ENVIRONMENTAL IMPACT STATEMENT:

- 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)

SLIDE 19: CHANGES IN EFFECTS (TEXT)

CHANGES IN THE EFFECTS WERE FOUND FOR THE FOLLOWING CATEGORIES. PROPOSED MITIGATION MEASURES WILL BE DISCUSSED AFTER I REVIEW THE NEW EFFECTS.

LAND USE: THE RAIL LINE WILL PHYSICALLY ENCROACH INTO THE OUTER EDGE OF THE RUNWAY PROTECTION ZONE (RPZ) OF ONE RUNWAY SEVERAL OPTIONS TO ELIMINATE THIS ENCROACHMENT ARE PRESENTED IN THE EA.

PROPERTY ACQUISITION AND DISPLACEMENT: THE DESIGN REFINEMENTS RESULT IN THE NEED FOR NINE (9) NEW PROPERTY ACQUISITIONS NOT REQUIRED BY THE FINAL EIS DESIGN. HOWEVER, ACQUISITION OF SEVEN (7) PROPERTIES THAT WERE PREVIOUSLY IDENTIFIED IN THE FINAL EIS ARE NO LONGER REQUIRED. PHASE 2 CONTINUES TO HAVE NO RESIDENTIAL OR BUSINESS DISPLACEMENTS.

THE WMATA GENERAL PLAN SET INCLUDES PROPERTY IDENTIFICATION PLANS. THESE PLANS ARE AVAILABLE FOR REVIEW THIS EVENING AT THE REGISTRATION TABLE OR CAN BE REVIEWED UNTIL JUNE 25TH AT THE PROJECT OFFICE IN TYSONS CORNER OR AT WMATA HEADQUARTERS.

SLIDE 20: CHANGES IN EFFECTS – CONTINUED (TEXT)

VISUAL AND AESTHETIC CONDITIONS: THE PE DESIGN REFINEMENTS WILL INCREASE THE SIZE AND HEIGHT OF THE NEW PARKING STRUCTURE AT THE HERNDON-MONROE STATION, MAKING IT MORE VISIBLE FROM CERTAIN VANTAGE POINTS. MORE NOTABLY, AT DULLES AIRPORT, NEW PHASE 2 DESIGN WILL INTRODUCE AERIAL STRUCTURES, INCLUDING AN ELEVATED ABOVE-GROUND STATION, WHICH WILL ALTER EXISTING VIEWS RESULTING IN A CHANGE IN EFFECT.

NOISE AND VIBRATION IMPACTS: DUE TO THE INTRODUCTION OF AN AERIAL ALIGNMENT AT DULLES AIRPORT, ONE NOISE SENSITIVE RECEPTOR AT DULLES AIRPORT, THE DULLES WEST OFFICE BUILDING SOUTH OF AVIATION DRIVE AT CARGO DRIVE, IS PREDICTED TO EXCEED FTA NOISE CRITERIA. THERE ARE NO CHANGES IN THE NUMBER OF VIBRATION RECEPTORS EXCEEDING CRITERIA.

SLIDE 21: CHANGES IN EFFECTS – CONTINUED (TEXT)

HISTORIC RESOURCES: THE INTRODUCTION OF THE DULLES AIRPORT AERIAL ALIGNMENT AND STATION WOULD HAVE A SECTION 106 “ADVERSE EFFECT” ON THE DULLES AIRPORT HISTORIC DISTRICT, WHICH IS ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES, DUE TO THE INTRODUCTION OF NEW VISUAL ELEMENTS WITHIN THE DISTRICT AND DISRUPTION OF THE HISTORIC LANDSCAPING PLAN. THE NEW LOCATION OF THE YARD LEAD TRACK WOULD HAVE A SECTION 106 ADVERSE EFFECT ON ONE ARCHAEOLOGICAL RESOURCE.

WATER RESOURCES: WHILE EFFORTS HAVE BEEN MADE TO AVOID OR MINIMIZE WETLAND IMPACTS, THE DESIGN REFINEMENTS WOULD RESULT IN AN ADDITIONAL 0.6 ACRES OF PERMANENT WETLAND IMPACTS.. THE INCREASED IMPACT IS DUE TO CHANGES IN THE LIMITS OF DISTURBANCE AT THE PE DESIGN REFINEMENT LOCATIONS. THE DESIGN CHANGES ALSO RESULT IN ONE LESS STREAM CROSSING.

SLIDE 22: CHANGES IN EFFECTS – CONTINUED (TEXT)

AQUATIC AND TERRESTRIAL BIOTA AND HABITAT: THE EA REPORTED A SMALL DISPLACEMENT OF AQUATIC AND TERRESTRIAL HABITAT BASED ON THE CHANGES IN THE LOCATION OF THE ROUTE 28 STATION NORTH SIDE ENTRANCE FACILITIES.

TRANSPORTATION EFFECTS: THE PHASE 2 DESIGN REFINEMENTS MAY CAUSE CHANGES IN AIRPORT TRAFFIC PATTERNS AND TENANT ACCESS

ISSUES DURING CONSTRUCTION WHICH COULD AFFECT AIRPORT USERS AND TENANTS.

SECTION 4(F): THE SECTION 4(F) DETERMINATION IN THE EA EVALUATED EFFECTS TO TWO SECTION 4(F) RESOURCES: THE DULLES AIRPORT HISTORIC DISTRICT AND ONE ARCHAEOLOGICAL RESOURCE. THE SECTION 4(F) FINDINGS INDICATE THAT THERE WAS NOT A “FEASIBLE AND PRUDENT” ALTERNATIVE TO THE PHASE 2 DESIGN PROPOSED IN THE EA. MITIGATION IS PROPOSED TO ADDRESS IMPACTS TO BOTH SECTION 4(F) RESOURCES.

SLIDE 23: PROPOSED CHANGES IN MITIGATION (TEXT)

THE MITIGATION MEASURES REQUIRED IN 2006 AS PART OF THE AMENDED FTA RECORD OF DECISION WOULD STILL APPLY TO THE PHASE 2 PORTION OF THE PROJCT. BASED ON THE FINDINGS OF THE ENVIRONMENTAL ASSESSMENT, THERE ARE SOME AREAS WHERE CHANGES TO THE MITIGATION MEASURES ARE RECOMMENDED:

- AN UPDATED SECTION 106 MEMORANDUM OF AGREEMENT IS REQUIRED TO ADDRESS CHANGES IN EFFECTS TO HISTORIC AND ACHAEOLOGICAL RESOURCES. THIS AGREEMENT, WHICH IS CURRENTLY UNDER REVIEW BY THE VIRGINIA STATE HISTORIC PRESERVATION OFFICE AND OTHER CONSULTING PARTIES, OUTLINES THE SCOPE AND PROCESS FOR IMPLEMENTING THE REQUIRED MITIGATION MEASURES FOR THESE RESOURCES. A COPY OF THE DRAFT AGREEMENT IS INCLUDED AS AN APPENDIX IN THE EA. THIS AGREEMENT WILL ALSO MITIGATE THE SECTION 4(F) IMPACTS RESULTING FROM THE PHASE 2 DESIGN REFINEMENTS
- AS DISCUSSED IN THE EA, THE MITIGATION FOR WETLAND IMPACTS WOULD BE SATISFIED THROUGH THE PURCHASE OF CREDITS AT AN APPROVED MITIGATION BANK WITHIN THE SAME WATERSHED. COMPENSATION FOR STREAM IMPACTS WOULD ALSO BE SOUGHT AT AN APPROVED STREAM MITIGATION BANK.

- TO ADDRESS THE NEW NOISE IMPACT AT DULLES AIPORT, THE AIRPORTS AUTHORITY WILL INSTALL APPROPRIATE NOISE MITIGATION EITHER TRACKSIDE (I.E. NOISE BARRIER) OR ACOUSTIC WINDOWS AT THE EXISTING OFFICE BUILDING. IF THE FUTURE LAND USE AT THIS LOCATION CHANGES PRIOR TO THE START OF RAIL OPERATIONS, THE NEED FOR MITIGATION MEASURES WOULD BE RE-EVALUATED.
- THE UPDATED FAA RECORD OF DECISION WILL ADDRESS FAA REGULATORY REQUIREMENTS AT DULLES AIPORT, INCLUDING MITIGATION FOR THE ALIGNMENT ENCROACHMENT INTO THE EXISTING RUNWAY PROTECTION ZONE. THE FEDERAL AVIATION ADMINISTRATION AND THE AIRPORTS AUTHORITY WILL CONDUCT A SEPARATE ENVIRONMENTAL REVIEW FOR THE ASSOCIATED RUNWAY IMPROVEMENTS TO DETERMINE THE MOST APPROPRIATE MITIGATION MEASURE PRIOR TO THE START OF PHASE 2 REVENUE OPERATIONS.

SLIDE 24: NEXT STEPS (TEXT)

UPCOMING MILESTONES IN COMPLETING THE ENVIRONMENTAL ASSESSMENT PROCESS ARE SHOWN ON THE SCREEN. I ENCOURAGE YOU TO REVIEW THE ENVIRONMENTAL ASSESSMENT AND MATERIALS RELATED TO EFFECTS ON HISTORIC RESOURCES AND PROVIDE US WITH ANY COMMENTS YOU MIGHT HAVE.

THANK YOU VERY MUCH FOR YOUR ATTENTION DURING TONIGHT'S PRESENTATION.MRS. HUDGINS...

SLIDE 25: PUBLIC COMMENTS (TEXT)

MRS. HUDGINS: THANK YOU, MR. ROHRER.

WRITTEN COMMENTS MAY BE PROVIDED TO EITHER MWAA OR WMATA.

PLEASE INCLUDE THE WMATA DOCKET NUMBER R12-01 AND YOUR NAME AND ANY ORGANIZATION OR AFFILIATION ON ALL COMMENTS.

COMMENTS MUST BE RECEIVED BY 5 PM ON JUNE 25, 2012.

SLIDE 26: PUBLIC COMMENTS (TEXT)

ELECTRONIC STATEMENTS CAN BE SENT TO:

EACOMMENTS@DULLESMETRO.COM

-OR-

WRITTENTESTIMONY@WMATA.COM

ALTERNATIVELY, STATEMENTS MAY BE MAILED TO: MR. KARL ROHRER,
DEPUTY PROJECT DIRECTOR - PHASE 2, DULLES CORRIDOR METRORAIL
PROJECT, 1593 SPRING HILL ROAD, SUITE 300, VIENNA, VA 22182

-OR-

TO THE OFFICE OF THE SECRETARY, WMATA, 600 FIFTH STREET NW,
WASHINGTON, DC 20001 OR FAXED TO (202) 962-1133.

IF YOU HAVE QUESTIONS ABOUT THE DIFFERENT WAYS PROVIDE TESTIMONY,
PLEASE SEE MS. PENA AT THE REGISTRATION TABLE.

AND NOW IT'S TIME TO CALL THE FIRST WITNESS.

FIRST, LET ME NOW INTRODUCE THE PUBLIC OFFICIALS THAT WILL BE TESTIFYING TONIGHT:

PUBLIC OFFICIAL #1

PUBLIC OFFICIAL #2

PUBLIC OFFICIAL #3

THANK YOU FOR YOUR COMMENTS.

I WILL NOW ANNOUNCE THE MEMBERS OF THE PUBLIC WHO WISH TO TESTIFY. PLEASE NOTE THAT THE PANEL IS HERE TO LISTEN TO YOUR TESTIMONY AND WILL NOT BE RESPONDING TO QUESTIONS. ALL RESPONSES TO COMMENTS AT TONIGHT'S HEARING WILL BE INCLUDED IN THE PUBLIC HEARING REPORT.

MRS. HUDGINS INTRODUCES THE MEMBERS OF THE PUBLIC THAT WILL BE TESTIFYING....

CITIZEN #1

CITIZEN #2

CITIZEN #3

WITNESS TESTIMONY – READ THE NAMES FROM THE SPEAKER LIST TO BE PROVIDED TO YOU DURING THE STAFF PRESENTATION. ADDITIONAL NAMES MAY BE PROVIDED DURING THE HEARING. WHEN THERE ARE NO MORE NAMES:

ADJOURNMENT – CATHY HUDGINS

IS THERE ANYONE ELSE PRESENT WHO WISHES TO SPEAK TONIGHT FOR THE PUBLIC RECORD? IF NOT, THIS PUBLIC HEARING IS NOW CONCLUDED. THANK YOU VERY MUCH FOR YOUR ATTENTION DURING TONIGHT'S PRESENTATION AND FOR YOUR COMMENTS.