

11 PUBLIC COORDINATION AND COMMENTS

This chapter presents the public involvement and agency coordination activities for the Dulles Corridor Rapid Transit Project. It also presents an overview of the comments and responses received from the public and agencies throughout the duration of the project.

Section 11.1 describes the public involvement program and outreach techniques undertaken throughout the duration of the project and future public outreach efforts.

Section 11.2 summarizes the extensive agency coordination efforts undertaken with federal, state and local resource agencies.

Section 11.3 presents an overview of the comments and responses received from the public and resource agencies for the Dulles Corridor Rapid Transit Project.

The development and selection of the Locally Preferred Alternative (LPA) for the Dulles Corridor Rapid Transit Project was based upon extensive coordination with the public and federal, state and local agencies. This chapter presents the public involvement and agency coordination activities and findings that supported decision-making during project development and review under the National Environmental Policy Act of 1969 (NEPA), as amended. Insights and recommendations received from the public and agencies over the course of the NEPA process influenced the design and implementation of the project to reduce potential environmental consequences, including the development of mitigation measures to offset short-term construction and long-term operational impacts associated with the LPA. Coordination with the public and federal, state, and local agencies was ongoing throughout the project development process. Public and agency comments were formally solicited and documented during project scoping between July 2000 and September 2000 and following the public circulation of two major NEPA documents: the June 2002 *Dulles Corridor Rapid Transit Project Draft Environmental Impact Statement and Section 4(f) Evaluation* (Draft EIS) and the October 2003 *Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation* (Supplemental Draft EIS).

As part of the public review period for these documents, public hearings were held on the Draft EIS in July of 2002, and on the Supplemental Draft EIS in December 2003. Following the close of the formal NEPA review periods, the public and agencies were provided additional opportunities to comment during post-hearing coordination activities conducted by the Virginia Department of Rail and Public Transportation (DRPT) and the Washington Metropolitan Area Transit Authority (WMATA). These activities included the public circulation of public hearing reports prepared to summarize comments and responses, and convening of post-hearing conferences to address potential refinements to project design and implementation. Through this process, this Final EIS has incorporated information and project refinements needed to address comments received on the project during the public review of the Draft EIS and the Supplemental Draft EIS.

Comments made during this process, as well as responses to the comments, are included in this Final EIS as Appendix J (Public and Agency Comments and Responses).

Copies of correspondence received from federal, state, regional, and local agencies are included as Appendix K (Agency Correspondence).

The alternative formerly known as “LPA Phase 1” in the October 2003 *Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation* has been renamed the Wiehle Avenue Extension in this Final EIS and is expected to begin operations in 2011. This change reflects the federal approach to the project’s funding under the Federal Transit Administration’s New Starts program. It will assure consistency among the environmental, engineering and financial documents during the project’s development.

In the October 2003 *Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation* as well as this Final EIS, the term “full LPA” represents the Wiehle Avenue Extension and the second phase of the Dulles Corridor Rapid Transit Project. This second phase would extend west from Wiehle Avenue to Washington Dulles International Airport and Route 772 and is expected to begin operations in 2015.

The term “LPA”, “proposed action”, or “selected LPA” refers to both the Wiehle Avenue Extension and the full LPA collectively.

11.1 PUBLIC INVOLVEMENT

During the preparation of the Draft EIS and the Supplemental Draft EIS, a comprehensive public involvement program was conducted to provide citizens with an interest in the Dulles Corridor Rapid Transit Project the opportunity to keep informed of project developments, to participate in project planning and to provide their insights to decision-makers for the selection of the LPA. In order to facilitate public participation in project planning and design, several different outreach techniques were employed to reach a wide range of participants. These included a variety of information dissemination outlets and interactive techniques, in addition to meetings and coordination and public hearings as described below.

11.1.1 PUBLIC OUTREACH ACTIVITIES AND INFORMATION EXCHANGE

A number of different techniques and activities were conducted over the course of the environmental review process in order to ensure that the public remained informed of project developments and were provided the opportunity to comment throughout project planning and design. Major activities conducted for the project included a call-in line, mailing list, newsletter, update bulletins, comment forms, website, and email address, as well as the distribution of project materials through the project kiosk and information center, libraries and community centers. Other outreach techniques included representation at community fairs and festivals, and presentations to communities and businesses.

Project INFO Line (1-888-566-7245). The project INFO line, a toll-free, 24-hour telephone number, was established to provide project information to interested individuals and answer their questions, as well as to receive their comments. A telephone number was also established incorporating Telecommunications Device for the Deaf (TDD) technology for callers requiring such special assistance (202-638-3780).

Project Mailing List. A project mailing list was maintained and used to distribute newsletters, updates, meeting notices, and other project materials. The project mailing list will be maintained for all future public outreach efforts.

Project Newsletters. Newsletters have been produced and distributed at project milestones throughout the environmental review and project development process to update the public and to obtain public comment. Since May 2001, newsletters have included a news item in Spanish to announce that additional Spanish language project information is available through the Project INFO line. Project newsletters will be part of continuing public outreach efforts.

Project Updates. Project updates were published between newsletters beginning in August 2000. These brief bulletins discussed the latest project developments and future public participation opportunities. Continuing public outreach efforts will include project updates posted on the project website.

Comment Forms. Comment forms were made available in project newsletters, at public meetings, and at other project venues. The forms could be returned at drop-off boxes at meetings or hearings or placed in the mail (they included pre-paid postage).

Project Website (www.dullestransit.com). The project website was updated on an on-going basis to provide information about the project including a project overview, schedule, description of the preliminary engineering and NEPA process, alternatives under consideration, public involvement opportunities, publications, maps, photographs, frequently asked questions, and other transit-related materials. The website also offered a link to contact the project team directly through the project e-mail address (dullescorridor@aol.com) for those wishing to make a comment. The project website will be maintained through preliminary engineering.

Project E-mail Address (dullescorridor@aol.com). This address was included on all publicly distributed project materials, and offered a convenient way for the public to provide comments, ask questions, request additional information on the project, and link to the project website.

Project Kiosk. Located at a regional shopping mall in the midst of a major employment center, the Tysons Corner Center Kiosk was operated from October 2000 until July 2003 during normal mall hours, (Monday through Saturday from 10 a.m. to 9:30 p.m. and on Sunday from 11 a.m. to 6 p.m.) seven days a week. The kiosk provided the opportunity for citizens to participate in the project by reviewing project materials, speaking with project staff members, using the project website, signing up for project mailings, and making comments on the project.

Project Information Center. A project information center operated in 2001 at the Spectrum at Reston Center. The information center provided the opportunity for citizens to participate in the project by reviewing project materials, speaking with project staff members, using the project website, signing up for project mailings, and making comments on the project.

Libraries and Community Center Outreach. More than 20 libraries and community centers within the Dulles Corridor displayed project materials such as project newsletters, updates, and reports that could be examined during normal hours of operation.

Representation at Community Fairs and Festivals. The public had the opportunity to learn about and comment on the project and sign up for the project mailing list at special community events where project information was displayed:

- § Fall for Fairfax Festival at the Fairfax County Government Center on October 7, 2000;
- § Reston Community Connections event at the Reston Town Center on October 12, 2000;
- § Fall Family Fun Fest in McLean on October 14, 2000;
- § McLean Day at Lewinsville Park on May 19, 2001; and
- § Celebrate Fairfax 2001 at the Fairfax County Government Center on June 8-10, 2001.
- § Fall for Fairfax, September 29, 2001.

Community Presentations and Business Briefings. Project team members have conducted over 250 briefings and presentations with organized groups including communities and associations, as well as area businesses. The presentations were given upon request, and have been useful to inform the groups about the project and provided a forum for questions and comments related to the specific areas of interest. Community presentations and business briefings will be included in continuing outreach efforts.

11.1.2 PUBLIC COORDINATION MEETINGS AND PUBLIC HEARINGS

As required by Federal Transit Laws 49 USC §5323(b) and §5324(b) public coordination meetings and public hearings were held. Notices of public hearings were also provided. Meetings were held with the general public and stakeholders on an as-needed basis to understand the issues of concern to area residents and stakeholders, as well as to inform the development and evaluation of potential alternatives and the selection of the LPA. Public meetings held to support the development of the project included public scoping meetings, public information meetings, stakeholder meetings, and public hearings on the Draft EIS and the Supplemental Draft EIS, as well as post-hearing conferences.

11.1.2.1 Public Scoping Meetings

Scoping is the process by which the range of alternatives and issues for study during the environmental review process are identified. During the scoping process, a series of public scoping meetings were conducted on July 25, 26, and 27, 2000 to provide the public with an overview of the project and an opportunity to comment. Public notification of the scoping meetings was provided through TV, radio, and print communication outlets, and included the following:

- § Public Scoping Information Packets, including invitations to public scoping meetings, mailed to 4,725 invitees;
- § Meeting announcements sent to local libraries, community centers, and transportation management associations;
- § Cable television notices provided to three local cable networks;
- § News releases distributed to more than 50 print and broadcast media outlets in the region;
- § Newspaper advertisements placed in 13 local newspapers;
- § Notices on the DRPT and WMATA websites; and,
- § A project INFO line was established and a recorded message broadcasted the dates, times, and locations of the public and agency meetings; and

In all, more than 400 members of the public attended the three scoping meetings.

During the July 25, 2000 meeting at George C. Marshall High School in Falls Church, 203 members of the public attended and 29 members of the public spoke. Comments at this meeting were generally related to:

- § Support for mass transit in the corridor;
- § Parking;
- § Pedestrian access;
- § Land use and development close to the proposed station locations;
- § Station locations and alignment alternatives; and
- § Impacts (e.g., noise levels, pollution, property values, congestion, and crime).

During the scoping meeting held on July 26, 2000 at Langston Hughes Middle School in Reston, 149 members of the public attended and 19 members of the public spoke. Comments at this meeting were generally related to:

- § Support for the project and the extension of Metrorail service;
- § Project schedule;
- § Transit-friendly and mixed-use development;
- § Increased density near proposed station locations;
- § Impacts on the community (e.g., air quality);
- § Pedestrian access and provisions for people with disabilities;
- § Transferring between Metrorail and bus/Bus Rapid Transit (BRT) service;
- § Increased frequency of service and extended hours of operations for service to Dulles Airport;
- § An integrated transportation system in Northern Virginia (including feeder bus service); and
- § Costs and/or funding.

During the scoping meeting held on July 27, 2000 at Ashburn Elementary School in Ashburn, 61 members of the public attended, and 12 members of the public spoke. Comments at this meeting were generally related to:

- § Support for the project;
- § Project schedule and implementation;
- § Alternatives under consideration;
- § Transit that would serve commuters from western Fairfax County and Loudoun County;
- § Land use planning and density near proposed station locations and parking facilities;
- § Sprawl;
- § Capacity of the Metrorail system;
- § Cost and funding (including the impacts associated with the BRT national demonstration project);
- § Purpose of an Environmental Impact Statement (as opposed to moving forward with an Environmental Assessment); and
- § An integrated transit system in Northern Virginia.

In addition to the public testimony received at the scoping meetings, a total of 210 comment forms were received. These comments, combined with the verbal testimony, were used to identify and refine the alternatives considered during development of the Draft EIS. Appendix J includes a more detailed summary of all public comments, including those made at the scoping meetings. Comments received from federal, state, and local agencies during the scoping process are included in Appendix K. The results of the public coordination during the scoping process were documented in the September 2000 *Scoping Process Report*.

11.1.2.2 Public Information Meetings and Stakeholder Meetings

These meetings were held to provide updates on the development of alternatives under consideration for the project, to obtain public perspectives and insights on the project, and their comments on alternatives. Public information meetings held during alternatives development following project scoping. Stakeholder meetings with civic associations, business owners, developers, landowners, and tenants in and near proposed station areas were held to help inform the design process and the evaluation of alternatives by incorporating the perspectives of those individuals and groups that would be most directly affected by proposed transit improvements. Stakeholder meetings were open to any individual or group wishing to attend.

A. Public Information Meetings

Public information meetings convened during the alternatives analysis process to coordinate the development, consideration and evaluation of alternatives to be considered in the Draft EIS, and to provide the opportunity for public comment. Public notification of the information meetings was provided through TV, radio, and print communication outlets. Nearly 300 people in total attended the three meetings. Following an informational presentation, participants were encouraged to discuss their concerns with representatives from DRPT and WMATA. In addition, a total of 20 comment forms were received from individuals attending the meetings. The specific issues raised at each of the meetings included the following:

January 30, 2001 at George C. Marshall High School in Falls Church:

- § Pedestrian access and overpasses;
- § Coordination with other transit studies;
- § Service to Tysons Corner Center;
- § Support for and opposition to aerial alignments;
- § Cost and funding;
- § Operational flexibility; and
- § Enhanced bus service.

January 31, 2001 at Langston Hughes Middle School in Reston:

- § Smart growth;
- § Land use planning and mixed-use development;
- § Pedestrian and bicycle access to station locations;
- § Location of the Wiehle Avenue and Reston Parkway stations; and
- § Parking.

February 1, 2001 at Ashburn Elementary School in Ashburn:

- § The BRT Maintenance and Storage Facility and Metrorail S&I Yard;
- § Bus and pedestrian access;
- § Land use planning and mixed-use development; and
- § Parking.

In addition to the specific comments summarized above, general comments were received regarding the scoping process, evaluation criteria, and other aspects of the project including:

- § Impacts on the Metrorail Orange Line;
- § Impact of the proposed widening of I-66 in Arlington;
- § Opposition to BRT service;
- § Light rail transit;
- § Project schedule;
- § Support for the results of the scoping process;
- § Parking;
- § Induced development from existing employment centers;
- § Impacts of connecting to the East Falls Church or West Falls Church Metrorail Station;
- § Noise, vibration, and visual impacts;
- § Service design (prior to designing the tracks);
- § Location of the Wolf Trap Farm Park Station and its designation as a special use station;
- § Feeder bus service;
- § Coordination with other transit studies and connectivity between the lines;
- § High density development;
- § Opposition to the Hunter Mill Road Station; and
- § Locations of the BRT Maintenance and Storage Facility and the Metrorail S&I Yard.

B. Stakeholder Meetings

Meetings with stakeholders occurred throughout the project development and environmental review processes. Meetings occurred before, during and after the formal comment period so that the concerns of those most directly affected by the project were considered throughout decision-making. Comments received by stakeholders are located in Appendix J.

Stakeholder Meetings During Alternatives Analysis

Stakeholder meetings were held during the period that the project team was conducting the initial analysis of alternatives to provide project information and to obtain stakeholder input. Stakeholders typically are individuals and groups that would be most affected by proposed transit improvements. For the project, stakeholders are the business owners, developers, landowners, and tenants in and near proposed station areas. Stakeholders were identified using real estate maps and information from agencies and organizations active in the Dulles Corridor. Stakeholder meetings were open to any individual or group wishing to attend.

Stakeholder meetings were held on December 12, 13, and 14, 2000. Each meeting focused on one of three geographic sections of the corridor. Tysons Corner area; the Wiehle Avenue, Reston Parkway, Herndon-Monroe, and Route 28 areas; and the Route 606 and Route 772 areas (which include the proposed BRT Maintenance and Storage Facility and Metrorail S&I yard locations). A total of 159 stakeholders were invited to attend the meetings and approximately 60 attended.

Stakeholder Meetings During the Draft EIS Comment Period

To supplement the July 29, 30, and 31, 2002, public hearings on the Draft EIS and to enhance public understanding of the project during the Draft EIS circulation, additional meetings and presentations were made upon request to stakeholders and community groups between June 25, 2002 and August 28, 2002. These public presentations were made to increase public outreach and provide a forum for questions and comments. The presentations provided an overview of the environmental review process and results, the alternatives considered in the Draft EIS, summary of the potential effects, and an overview of project costs and financing.

Meetings were held with a variety of stakeholders including property owners, tenants, businesses, residential community associations and other organizations located along the proposed project alignment. A summary of each meeting is provided in Table 11.1-1.

Table 11.1-1: Stakeholder Meetings During the Draft EIS Comment Period

Date	Stakeholder	Meeting Purpose
June 25, 2002	Citizens Advisory Committee, National Capital Region Transportation Planning Board	Provided an overview of the Draft EIS and General Plans, financial analysis, environmental constraints and limits of disturbance.
June 26, 2002	Capital One	Provided information regarding the Metrorail Alternative and Tysons East Station location, and to discuss potential effects on the Capital One property.
June 28, 2002	Combined Chambers of Commerce (Fairfax County, Greater Reston, Greater McLean, Herndon-Dulles and Vienna-Tysons)	Provided a project status report and an overview of the Draft EIS and General Plans, financial analysis, and next steps for the project.
July 3, 2002	Rusty Blues (IBM Retirees)	Provided a project status report.
July 9, 2002	Toll Road Investors Partnership II (TRIP II)	Provided information regarding the proposed alignment in Loudoun County and discussed potential effects and impacts to the Dulles Greenway.
July 9, 2002	Providence District Homeowner Associations	Provided a project overview and discussed the various proposed alignments of the Metrorail Alternative through Tysons Corner.
July 10, 2002	Fairfax County Park Authority Board	Provided a project status report and discussed the potential effects on parks and recreational areas.
July 10, 2002	Northern Virginia Regional Park Authority (NVRPA)	Provided a project status report and discussed potential effects on the Washington & Old Dominion (W&OD) Railroad Regional Park and associated trail crossing that would be required under the Metrorail Alternative in the Reston area.
July 11, 2002	Dulles Corridor Rail Association Seminar	Provided a project status report, reviewed future land use in the vicinity of the proposed stations in Fairfax and Loudoun counties, and discussed the financial plan.
July 15, 2002	Fairfax County Supervisor Gerald Connolly	Discussed the Draft EIS recommendations and analyses.
July 16, 2002	Fairfax County Supervisor Catherine Hudgins' Draft EIS Task Force	Reviewed the Draft EIS and provided opportunity for the task force to make comments.
July 17, 2002	National Association of Industrial and Office Properties	Provided a project status report.
July 18, 2002	Mr. Art Walsh and Ms. Elizabeth Baker; Walsh, Colucci, Stackhouse, Emrich & Lubeley, P.C.	Provided information and discussed transit-oriented development and joint development possibilities at the Tysons West Station.
July 23, 2002	Fairfax County Supervisor Catherine Hudgins' Draft EIS Task Force	Continued to answer the Task Force members' questions on the Draft EIS.
July 23, 2002	Host Marriott	Provided a project status report to discuss specific questions regarding the project alignment and potential impacts to Marriott-owned property in Tysons Corner.
July 24, 2002	Hunter Mill District Public Information Meeting	Provided community members with a summary of the project background and an overview of the Draft EIS and General Plans.
July 26, 2002	Rapid Transit Action Committee	Reviewed the estimated capital, operations, and maintenance costs for the Dulles Corridor Rapid Transit Project.
August 5, 2002	Fairfax County Board of Supervisors Public Hearing	Received comments regarding the project, Draft EIS and General Plans.

Date	Stakeholder	Meeting Purpose
August 8, 2002	Tysons Corner Center, Wilmorite Properties, Incorporated	Provided a project status report and discussed the possible Metrorail alignments through Tysons Corner and the proposed location of the Tysons Central/Tysons Central D Station, with specific emphasis on the provision for station facilities on the Tysons Corner Center property.
August 13, 2002	Boston Properties, Inc.	Discussed the proposed Reston Parkway Station/Stop location, extension of the Metrorail west of Tysons Corner, pedestrian access to station, parking, bus circulation and stormwater management requirements.
August 14, 2002	Supervisor Stuart Mendelsohn, Dranesville District Civic Associations	Provided a project status report and reviewed project maps.
August 16, 2002	Centennial Contractors Enterprises	Presented a project status report and discussed the proposed Metrorail Alignments through Tysons Corner.
August 21, 2002	Greenwich Street Residents	Discussed the effects from the elevated rail line in the Dulles Connector Road, existing noise impacts from the Dulles Connector Road and West Falls Church Yard, projected noise levels from Metrorail, and proposed mitigation measures.

Stakeholder Meetings Following the Draft EIS Comment Period

Following the Draft EIS public comment period, stakeholder meetings continued upon request with elected officials, government agency representatives, property owners, tenants, and businesses along the proposed project alignment. The meetings generally included an overview of the Draft EIS public hearing process and results, and the recommendations for the proposed LPA, including a summary of the potential effects, overview of project costs, and financing. Some meetings included a discussion of project impacts to specific properties and a review of the property acquisition process. A summary is provided in Table 11.1-2 for each of the 16 meetings held during this phase.

Table 11.1-2: Stakeholder Meetings Following the Draft EIS Comment Period

Date	Stakeholder	Meeting Purpose
September 6, 2002	City of Falls Church, Virginia	Provided an overview of the Draft EIS public hearing results and the Project Team's recommendations for the Locally Preferred Alternative, including a summary of the potential effects, overview of project costs, and financing.
September 12, 2002	Dr. and Mrs. William Tyrell	Discussed the proposed location of a storm water management facility on a portion of the owners' property and the potential impacts.
September 18, 2002	Northern Virginia Chapter of the American Planning Association	Provided a status report and an overview of the Draft EIS and General Plans, financial analysis, and subsequent steps for the project.
September 20, 2002	Gannett Company	Provided a general project update to review the proposed General Plans for the Reston Parkway Station under the various Build Alternatives considered in the Draft EIS.
September 27, 2002	Boston Properties, Inc.	Provided a general project update to review the proposed General Plans for the Reston Parkway Station under the various Build Alternatives considered in the Draft EIS.
October 9, 2002	Dulles Corridor Rapid Transit Project Technical Working Group	Reviewed the Draft EIS public hearing process and results, the Project Team's recommendations for the Locally Preferred Alternative, including a recommended mitigation plan, and presented the subsequent steps in the environmental review process.
October 10, 2002	Federal Aviation Administration District Office	Reviewed the Draft EIS public hearing process and results, the Project Team's recommendations for the Locally Preferred Alternative, including a recommended mitigation

Date	Stakeholder	Meeting Purpose
		plan, and presented the subsequent steps in the environmental review process.
October 15, 2002	Signature Flight Support	Presented the Project Team's recommendations for the Locally Preferred Alternative, discussed the current horizontal and vertical rail alignment on airport property and the methods of underground construction envisioned for this area.
October 15, 2002	Leo Schefer, Washington Airports Task Force	Discussed the Public Hearings Report and the Project Team's basis for recommending the T-6 alignment as the LPA.
October 17, 2002	Host Marriott	Provided a project update, including the Draft EIS public hearing results, the Project Team's responses to Host Marriott's comments on the Draft EIS, the Project Team's recommendations for the Locally Preferred Alternative, and a discussion of the relocation of the portal away from the Dulles Airport Marriott frontage.
October 18, 2002	Fairfax County Board of Supervisors Transportation Committee	Provided an overview of the purpose and need for transit improvements in the Dulles Corridor, the Draft EIS public hearing process and results, and the Project Team's recommendations for the Locally Preferred Alternative, including a summary of the potential effects, overview of the project costs, and financing.
October 21, 2002	Marsteller Realty and Merchant's Tire and Auto	Provided participants with an overview of the project and discussed the proposed facilities at Tysons Central C Station.
October 23, 2002	Carr America	Provided a project update, including the Draft EIS public hearing results and the Project Team's recommendations for the LPA.
October 24, 2002	Holly Haley, Federal Realty Investment Trust	Provided an overview of the project and discussed the project impacts on Pike 7 Plaza and on an existing retail center adjacent to the proposed Tysons Central C station facilities.
October 25, 2002	Boston Properties, Inc.	Discussed alternative access and configuration options for the proposed Reston Parkway Station and Kiss & Ride facilities.
October 28, 2002	Fairfax County Board of Supervisors	Project Team answered questions about the project.

Stakeholder Meetings During the Supplemental Draft EIS Comment Period

WMATA and DRPT made presentations to several community groups and stakeholders during the public comment period for the Supplemental Draft EIS. These presentations provided an overview of refinements to the LPA as documented in the Supplemental Draft EIS. These presentations were made in an effort to increase public outreach and provide a forum for questions and comments. A standard presentation was used at a majority of these meetings. For some meetings, the presentation was modified to address specific issues and concerns of the audience. Comments received during these meetings are located in Appendix J. Federal, state, and local agency comments and coordination are located in Appendix K.

Presentations were given to groups and a variety of stakeholders including property owners, tenants, businesses, residential community associations and other organizations in the proposed project corridor. A total of 23 meetings were held between October 31, 2003, the date the Supplemental Draft EIS was made available to the public, and December 29, 2003, the end of the Supplement Draft EIS public comment period. A summary of each meeting is provided in Table 11.1-3 below. In addition to these meetings, the Dulles Corridor Steering Committee met on November 24 and December 10, 2003 for updates on the project.

Table 11.1-3: Stakeholder Meetings During the Supplemental Draft EIS Comment Period

Date	Stakeholder	Meeting Purpose
November 5, 2003	Fairfax County Non-Motorized Transportation Subcommittee	Reviewed issues of pedestrian and bicycle access to the proposed stations.
November 5, 2003	Fairfax County Supervisor Catherine Hudgins	Discussed the results of Supplemental Draft EIS.
November 5, 2003	Hunter Mill District Council	Provided a project status report.
November 10, 2003	VDOT Northern Virginia District Office (NoVa) and Fairfax County	Discussed roadway mitigation measures.
November 19, 2003	City of Falls Church	Discussed the West Falls Church Yard and updated the City on the project and Supplemental Draft EIS.
November 19, 2003	Commercial property owners at Wiehle Avenue Station	Briefed the property owners about project revisions and discussed station facilities and land requirements of the proposed Wiehle Avenue Station.
November 19, 2003	Westhampton Civic Association	Briefed the community prior to the two public hearings about project revisions and effects on the surrounding area.
November 20, 2003	HBL Group and Tysons dealerships	Provided project status and effects.
November 24, 2003	Dulles Corridor Rail Association	Annual meeting. Provided a project status report.
November 25, 2003	Clyde's Restaurant and Tysons Square/Relm Inc.	Provided a briefing on project status and discussed the effects of proposed facilities in the area of Tysons Central 7 Station.
November 25, 2003	Communities at West Falls Church Yard and residents at Tie Breaker Station location	Discussed the revisions to the West Falls Church Yard, project effects on the surrounding area, the TBS location and the access driveway at Baldwin Drive.
November 25, 2003	Town of Herndon and commercial property owners	Town Hearing on the Transportation Improvement District.
December 1, 2003	HBL Group and Tysons Properties LLC/Storehouse	Provided a briefing about project status and discussed the effects of proposed facilities.
December 1, 2003	Reston Association Board and Civic Associations	Provided an update on the project and the effects of the project revisions on the surrounding areas.
December 2, 2003	Town of Herndon and commercial property owners	Town Council vote on the Transportation Improvement District
December 5, 2003	Toll Road Investors Partnership II (TRIP II)	Reviewed the project status and discussed any outstanding issues or concerns.
December 9, 2003	Marsteller Realty Inc./Merchant Tire & Auto	Discussed the project status and its effects on Merchant Tire & Auto and the surrounding area.
December 10, 2003	Agency Coordination	Reviewed with representatives from the agencies and jurisdictions affected by the project, the revisions documented in the Supplemental Draft EIS and provided an update on the status of Preliminary Engineering.
December 11, 2003	HBL Group	Discussed the Tysons West Station facilities.
December 12, 2003	VDOT Northern Virginia District Office and Fairfax County	Discussed roadway mitigation measures.
December 15, 2003	Town Council of Vienna	Provided a project status report and discussed the effects of the project on the traffic along Maple Avenue and Route 123.
December 17, 2003	Ray Updike/1992 Chain Bridge Road	Discussed the status of the project and its effects on the area surrounding the property.
December 17, 2003	Chuch Veatch/Reston Self Storage	Discussed the effects of proposed facilities at the Wiehle Avenue Station and property acquisition requirements.

Stakeholder Meetings Following the Supplemental Draft EIS Comment Period

In an effort to increase public outreach and provide a forum for questions and comments on the project team's recommendations for the revised LPA, the project team continued to hold meetings with stakeholders after the Supplemental Draft EIS review period ended on December 29, 2003. Public comments and agency coordination are located in Appendices J and K, respectively.

A summary is provided in Table 11.1-4 below for each of the meetings held from December 30, 2003 through March 2, 2004.

Table 11.1-4: Stakeholder Meetings Following the Supplemental Draft EIS Comment Period

Date 2004	Stakeholder	Meeting Purpose
January 6, 2004	Town of Herndon Council Special Work Sessions	Technical question and answer workshop on alternative scenarios for project implementation and on a transportation improvement district.
January 22, 2004	Fairfax County Supervisor Hudgins	Review of Team Recommendations.
January 23, 2004	Ourisman Automotive	Proposed development of American Security Storage property.
January 28, 2004	Fairfax County Supervisor Smyth	Review of Team Recommendations.
January 29, 2004	RMC Tyco, LLC	Options for Tysons West Station facilities.
January 29, 2004	Fairfax County Chairman Connolly	Review of Team Recommendations.
February 2, 2004	Fairfax County Supervisor DuBois	Review of Team Recommendations.
February 9, 2004	Cherner Lincoln Mercury	Options for Tysons West Station facilities.
February 12, 2004	Northern Virginia Regional Park Authority (NVRPA)	Project effects on W&OD Railroad Regional Park.
February 19, 2004	Rosenthal Honda	Options for Tysons West Station facilities.
February 20, 2004	Peacock Buick	Options for Tysons West Station facilities.
February 23, 2004	Fairfax County and commercial property owners	County Hearing on Phase 1 ¹ Transportation Improvement District
February 25, 2004	Fairfax County Park Authority	Alternative location of Tie Breaker Station 2 and access driveway at Olney Park.
February 26, 2004	Tamarack Homeowners Association	Project status and traffic effects of Phase 1 ¹ on Hunter Mill Road and at Wiehle Avenue Station.
March 2, 2004	WestPark Hotel and SAIC	Tysons Central 7 Station entrance.
March 2, 2004	Wiehle Avenue Steering Committee of Fairfax County Supervisor Hudgins	Recommended traffic mitigation measures and joint development initiative at Wiehle Avenue Station.
April 9, 2004	Robert Young, property owner of McLean Self Storage Parcel	Discussed Tysons West Station options.
April 21, 2004	Tysons Corner Center/ Cooley Godward LLP/RTKL	Discussed Tysons Central 123 Station.
May 3, 2004	Fairfax County Non-Motorized Transportation Subcommittee	Discussed station access in general, in addition to the Tysons Central 7 entrance.
May 14, 2004	Cherner Lincoln/Mercury and Peacock Buick	Discussed Tysons West Station options.
May 24, 2004	Chris Antigone, owner and developer at Route 696 Station	Discussed Route 606 Station alternatives.
May 27, 2004	HBL, Cherner Lincoln/Mercury and Peacock Buick.	Discussed Tysons West Station options.
June 10, 2004	Virginia Baseball Stadium Authority & Developer	Discussed a proposed stadium near the Route 28 Station.
July 14, 2004	Rosenthal Honda	Discussed Tysons West options.
July 22, 2004	Transportation Committee of Fairfax County Planning Commission	Provided a Project status update.

Note:

¹Phase 1 refers to the Wiehle Avenue Extension.

11.1.2.3 Public Hearings on the Draft EIS and the Supplemental Draft EIS

Public hearings were held to support the environmental review process under NEPA during public circulation of the Draft EIS and the Supplemental Draft EIS.

Public hearings on the Draft EIS and the Supplemental Draft EIS were conducted in accordance with NEPA requirements, Federal Transit Administration (FTA) regulations and guidelines, the procedures of the Commonwealth of Virginia, and WMATA Compact requirements. A number of means were used to notify the public of the release of both the Draft EIS and the Supplemental Draft EIS and the opportunity to review and comment on the document and proposed project. A summary of the public notification process and an overview of the public hearings are provided below. More detailed information relating to the comments received at each hearing and during the comment period, how these comments influenced project design, and the responses to the comments is provided in section 11.3 of this chapter and in Appendix J.

A. Public Hearings on the Draft EIS

The public hearings on the Draft EIS are described below in terms of notification, attendance, and comments received.

Draft EIS Public Hearing Notification

On July 12, 2002, the Notice of Availability of the Draft EIS was published by the Environmental Protection Agency (EPA) in the *Federal Register*, and included the times and location of public hearings at three different locations in the project corridor:

Monday, July 29, 2002 Spring Hill Elementary School 8201 Lewinsville Road McLean, Virginia 22102	Hearing No. 147, Docket R02-1
Tuesday, July 30, 2002 Langston Hughes Middle School 11401 Ridge Heights Road Reston, Virginia 22091	Hearing No. 148, Docket R02-1
Wednesday, July 31, 2002 Stone Bridge High School 43100 Hay Road Ashburn, Virginia 20147	Hearing No. 149, Docket R02-1

To help the public to prepare for the public hearings and to facilitate public participation in the project, on June 28, 2002, the Draft EIS and General Plans for the Dulles Corridor Rapid Transit Project were made available for public review and comment at 30 locations including local libraries and other community facilities. Public notices of the hearings were published in the Washington Post on June 28 and July 5, 2002. Additional advertisements of the availability of the Draft EIS and the upcoming public hearings also appeared in the *Northern Virginia Journal*, the *Connection Newspaper*, and the *Times Community Newspaper*.

Press releases in English and Spanish announcing public hearing dates were delivered to over 60 media outlets in the region on July 22, 2002. Meeting announcements designated for public service broadcasting were sent to over 50 radio and television stations in the region. In addition, announcements for posting on television “bulletin boards” were delivered to Loudoun Cable Television, Fairfax Cable Access Television, Reston Comcast Cable Television, and Herndon Community Television. Public hearing information was available on the project website, at the project information center in Reston and the Tysons Center kiosk, and at libraries and community centers throughout Fairfax and Loudoun counties. A project newsletter announcing the Draft EIS public hearings was sent to over 11,000 recipients.

In all, approximately 13,000 Notices of Public Hearings were distributed. The Notice of Public Hearings (Notice) was distributed to properties in the vicinity of the proposed project improvements, including hand delivery to 2,728 properties and tenants located in the vicinity of the proposed transit improvements. In addition, the Notice was sent by first-class mail to 5,661 property owners and tenants within the project area. The Notice was also sent via United States Postal Service Certified Mail to the 94 property owners from whom property may be acquired. In addition, the Notice was distributed to state and local agencies and representatives of civic associations within the study area.

Draft EIS Public Hearing Attendance

Over the three-night period, approximately 750 people were in attendance, with a total of 110 witnesses providing testimony. In addition, 131 comment cards were received. A court reporter was available at each hearing to record oral comments from those not wishing to speak publicly. Attendees were also encouraged to complete a comment card, submit a letter, or send an e-mail if they preferred not to provide testimony. Additional information on public hearing attendance is included in the October 2002 *Public Hearings Report – Review of Public Hearings and Project Team Recommendations for the Draft Environmental Impact Statement and General Plans* (Draft EIS Public Hearings Report).

Draft EIS Public Hearing Comments

An overview of the comments provided at each of the three public hearings is provided below. Appendix J of this Final EIS includes a more detailed summary of all public comments and responses.

July 29, 2002 Draft EIS Public Hearing - Approximately 350 people attended the hearing at Spring Hill Road Elementary School near Tysons Corner in McLean. Attendees included elected officials, representatives from interest groups, local businesses, and neighborhood associations, as well as concerned citizens living in proximity to the proposed improvements. Of the 41 people providing comments, 25 supported Metrorail, five supported BRT, one supported BRT/Metrorail, two supported Phased Implementation, two supported a monorail/light rail mode, and six provided comments but did not state a preference for an alternative. Comments included:

- § Support for the project and Metrorail Alternative;
- § Support for bus rapid transit (BRT);
- § Need for rapid transit to Dulles Airport;
- § Need to address traffic congestion and improve air quality;
- § Visual effect of an aerial alignment through Tysons Corner;
- § Maximizing transit oriented development and air rights development opportunities;
- § Metrorail only through Tysons Corner and implementing Express Bus Service to the west in Reston, Herndon and Loudoun County;
- § Concern about the placement of parking garages;

- § Potential traffic effects on adjacent local streets;
- § Adequate parking at the western terminus and the lack of parking at the proposed Route 772 Station;
- § Effects of increased land use densities triggered by transit improvements;
- § Existing and project-related noise impacts at and near the West Falls Church Service and Inspection (S&I) Yard;
- § Additional analysis of local roadway impacts;
- § Proposed noise mitigation measures;
- § Feeder bus, bicycle, and pedestrian access to transit stations; and
- § Need for innovative financing (i.e., through the Public Private Transportation Act (PPTA) and concern about the adequacy and fairness of funding sources.

July 30, 2002 Draft EIS Public Hearing - Approximately 250 people attended the hearing at Langston Hughes Middle School in Reston including elected officials, representatives from interest groups and neighborhood associations, as well as concerned citizens and primary landowners living in proximity to the proposed improvements. Of the 39 witnesses providing oral comments, 34 provided public testimony and five provided comments directly to the court reporter. Of the 39 witnesses, 24 supported Metrorail, four supported BRT, one supported Phased Implementation, one supported a monorail/light rail mode, three supported rapid transit but stated no preference for an alternative, and six provided comments but did not state a preference for an alternative. Comments at the hearing included:

- § Opinion on the Metrorail Alternative;
- § Opinion on BRT;
- § Metrorail through Tysons Corner only;
- § Opinion on alignment T8;
- § Concern about existing and project-related noise;
- § Location of a proposed storm water management pond and a traction power substation;
- § The amount of time provided to the public for review of the Draft EIS and submission of comments;
- § Adequacy of the analysis to determine neighborhood impacts (i.e. noise, existing residential water wells, increased traffic volumes on local streets and overflow parking); and
- § Access to the Reston Parkway Station from all four quadrants of the interchange between Reston Parkway and the Dulles Toll Road.

July 31, 2002 Draft EIS Public Hearing - Approximately 150 people attended the final public hearing at Stone Bridge High School in eastern Loudoun County, including elected officials, representatives from interest groups and neighborhood associations, as well as concerned citizens and primary landowners living and working in proximity to the proposed improvements. Of the 30 witnesses providing oral comments, 28 witnesses provided public testimony and two provided comments directly to the court reporter. Of the 30 witnesses, 20 supported Metrorail, three supported BRT, one supported monorail, one supported rapid transit but stated no preference, and five provided comments but did not state a preference for an alternative. Comments made at the hearing included:

- § Opinion on the Metrorail Alternative;
- § Opinion on BRT;
- § Opinion on Yard Site 15;

- § Concern over Loudoun County's self-imposed prohibition to regional park-and-ride lots within transit oriented development areas, citing the need for adequate commuter parking facilities at the terminus of the system (Route 772) to maximize ridership opportunities;
- § Increased tolls;
- § Traffic congestion resulting from the additional build-out of residential, retail, office and hotel uses around the station areas;
- § Financial impacts of Loudoun County becoming an active member of the WMATA;
- § Importance of "connectivity" to local neighborhoods and the expansion of transit within the county for those who prefer to use public transportation but cannot drive to access rapid transit; and
- § Need for adequate bus and feeder systems, as well as bicycle and pedestrian access.

The comments received at the public hearings and during the Draft EIS circulation and comment period were assessed by the project team, and used as a basis for future project recommendations, including the selection of a Locally Preferred Alternative. The comments and responses were documented in the Draft EIS Public Hearings Report as was project background summaries of the public hearings; public hearing presentation; comments received for the record and meetings held during the comment period; responses to comments received for the public record; and recommendations of the project team for the Build Alternative, general plans, mitigation plan, continuing coordination and unresolved issues. Appendix J of this document contains responses to comments received at the public hearings and during the Draft EIS circulation and comment period. Agency coordination is provided in Appendix K.

The Draft EIS Public Hearings Report was sent to state, regional, and local governments and agencies, elected officials, community organizations, private parties who presented testimony or submitted supplemental material for the record, all property owners on the official property acquisition list, and others who had previously expressed interest in the project. In total, approximately 1,200 copies of the Report were distributed for public review. In addition, the Report was made available on the project web site at www.dullestransit.com. Comments on the Report were accepted until November 1, 2002.

Comments on the Draft EIS Public Hearings Report were received from 11 public agencies and 35 private parties. Comments made on the Draft EIS Public Hearings Report included:

- § Opinion about the Project;
- § Noise mitigation;
- § Visual impacts;
- § Traffic and parking impacts in neighborhoods;
- § Aerial alignments;
- § Acquisitions and compensation;
- § Endangered species;
- § S&I Yard Site 15; and
- § Parking at Route 772.

The comments and responses were documented in the November 2002 Draft EIS Public Hearings Report Supplemental, and can be viewed in Appendix J. Agency coordination is provided in Appendix K.

B. Public Hearings on the Supplemental Draft EIS

The public hearings on the Supplemental Draft EIS are described below in terms of notification, attendance, and comments received.

Supplemental Draft EIS Public Hearing Notification

On November 7, 2003, the EPA published a Notice of Availability for the Supplemental Draft EIS in the *Federal Register* indicating the date, time and location of public hearings at two locations:

Wednesday, December 3, 2003
Langston Hughes Middle School
11401 Ridge Heights Road
Reston, VA 20191

Hearing No. 159, Docket R03-6

Thursday, December 11, 2003
Farmwell Station Middle School
44281 Gloucester Parkway
Ashburn, VA 20147

Hearing No. 160, Docket R03-6

To assist the public in preparing for the upcoming December 2003 public hearings, the Supplemental Draft EIS and General Plans for the Dulles Corridor Rapid Transit Project were made available for public review on October 31, 2003. Copies of these documents were available at the local libraries and other community facilities. The Supplemental Draft EIS was also circulated to federal, state, and local agencies for review and comment (as described in section 11.2).

A number of means were used to notify the public of the release of the Supplemental Draft EIS, the opportunity to review and comment on the document and proposed project, and the December public hearings in accordance with the requirements of the WMATA Compact and federal regulations. Notice of the hearings was published in the *The Washington Post* on November 1 and 8, 2003. Public hearing advertisements were also published in the *Connection Newspaper* (Reston, Herndon, Vienna/Oakton, McLean, and Loudoun County), the *Washington Post* (Metro section and Fairfax and Loudoun Extras), the *Times Community Newspaper* (Reston/Herndon, Vienna/McLean/Great Falls, and Eastern Loudoun County), and the *Observer Newspaper* (Herndon, Reston, and Eastern Loudoun County). Press releases (in English and Spanish) announcing public hearing dates were delivered to 48 media outlets in the region on November 12, 2003. Meeting announcements designated for public service broadcasting were sent to 32 radio and television stations in the region. In addition, announcements on television "bulletin boards" were delivered to Loudoun Cable Television, Fairfax Cable Access Television, Reston Comcast Cable Television, and Herndon Community Television.

Public hearing information was available on the project website, www.dullestransit.com, at the 3-D architectural model of the Tysons Corner Metrorail alignment options displayed at Tysons Corner Center, and at 28 locations, including a variety of public libraries and community centers throughout Fairfax and Loudoun counties. A project newsletter announcing the public hearings was sent to approximately 12,000 residents.

Approximately 8,560 Notices of Public Hearings (Notice) were distributed. The Notice was hand-delivered to 2,735 property owners and tenants located in the vicinity of the proposed transit improvements, and was sent by first-class mail to 3,372 property owners and tenants. The Notice was also sent via United States Postal Service Certified Mail to 74 property owners from whom property may be acquired. The Notice was also distributed to state and local agencies and representatives of civic associations within the study area.

Supplemental Draft EIS Public Hearing Attendance

Over the two-night period, a total of 48 witnesses provided testimony and eight comment cards/exhibits were collected. A court reporter was available at the December 3 hearing to record oral comments from those not wishing to speak publicly. Attendees were encouraged to complete a comment card, submit a letter, or send an e-mail if they did not want to provide testimony. Additional information on public hearing attendance is included in Appendix J of this FEIS as well as in the February 2004 *Public Hearings Report for the Supplemental Draft Environmental Impact Statement and General Plans* (Supplemental Draft EIS Public Hearings Report Supplement).

Supplemental Draft EIS Public Hearing Comments

An overview of the comments provided at each of the two public hearings is provided below. Appendix J includes a more detailed summary of all public comments and responses.

December 3, 2003 Supplemental Draft EIS Public Hearing - Approximately 156 people attended the hearing. Attendees included elected officials, representatives from interest groups, civic associations, area businesses, as well as concerned citizens living in proximity to the proposed project alignment. Of the 31 witnesses who provided oral comments, 28 witnesses provided public testimony, and three people provided comments directly to the court reporter. Twenty of the witnesses provided oral comments in support of the project, although some had conditions of support. Main comments at the hearing related to:

- § Phased implementation of the LPA;
- § Vehicular traffic noise;
- § Visual impacts and sound barriers;
- § Coordination and accountability between agencies;
- § Traffic analysis needed on neighborhood streets;
- § Importance of getting rail to Tysons Corner;
- § Design of station parking;
- § Mode changes;
- § Pedestrian, bike and feeder bus access;
- § Intersection improvements and traffic calming measures;
- § Tolls;
- § Existing traffic congestion, particularly near Wiehle Avenue; and
- § The proposed tax assessment district.

December 11, 2003 Supplemental Draft EIS Public Hearing – Representation at the hearing included elected officials, representatives from interest groups, civic associations, area businesses, as well as concerned citizens living in proximity to the proposed project alignment. Approximately 41 people attended, with 17 people providing oral comments. Of those providing testimony, 13 supported the project, some with conditions of support. Main comments at this hearing included:

- § Immediate need for rail in Loudoun County;
- § Station parking design;
- § Mode changes;
- § Pedestrian, bike, and feeder bus access for transit oriented development;
- § Noise mitigation;
- § Moving pedestrian access or extending platforms over roads;
- § Need for two entrances at each station;

- § Coordinating noise mitigation;
- § Modifying station/parking designs;
- § Location and design of the station and Kiss & Ride at Tysons West;
- § Bus rapid transit; and
- § Transportation improvement district for Fairfax County.

The comments received at the public hearings and during the Supplemental Draft EIS circulation and comment period were assessed by the project team and basis for future project recommendations, including the selection of a Locally Preferred Alternative. The comments and responses are documented in the February 2004 Supplemental Draft EIS Public Hearings Report, as well as in Appendix J of this Final EIS. Agency coordination is provided in Appendix K.

The Supplemental Draft EIS Public Hearings Report was sent to state, regional, and local governments and agencies, elected officials, community organizations, private parties who presented testimony or submitted supplemental material for the record, all property owners on the property acquisition list, and others who had previously expressed interest in the project. In total, approximately 600 copies of the report were distributed. In addition, the document was made available on the project website at www.dullestransit.com. Comments on the Supplemental Draft EIS Public Hearings Report were accepted until February 25, 2004.

Comments on the Supplemental Draft EIS Public Hearings Report were received from 17 individuals and six public agencies. The comments were reviewed to identify issues raised for further consideration in the Final EIS, and to identify potential additional alternatives that would meet the project's purpose and need. The comments received were addressed in the March 2004 Supplemental Draft EIS Public Hearings Report Supplement, and can be viewed in Appendix J of this Final EIS.

Main comments received on the Supplemental Draft EIS Public Hearings Report included:

- § Tysons West Station Design and Operation;
- § Tysons Central 7 Station Design and Operation;
- § Wiehle Avenue Station Design and Operation;
- § Route 772 Station Design and Operation;
- § Noise mitigation efforts;
- § Transit service from Herndon-Monroe;
- § Premium Bus Service replacing Express Bus Service; and
- § Financial analyses.

The project recommendations resulting from a review of the public record were made available on the project website at www.dullestransit.com.

C. Post-Hearing Conference

On Tuesday, May 18, 2004, a post-hearing conference was held by DRPT and WMATA at the following location:

McLean Governmental Center
 1437 Balls Hill Road
 McLean, Virginia 22101

The purpose of the post-hearing conference was to receive and consider comments, suggestions and alternatives on alternative site plans and locations for Tie-Breaker Station #2, Traction Power Substation #2, and the Tysons West Station entrance and facilities.

Approximately 60 people were in attendance. Attendees included elected officials, representatives from county agencies and local businesses, as well as concerned citizens living in proximity to the proposed improvements. Of the 14 attendees who provided oral testimony, four spoke regarding Tie Breaker Station #2, two of whom opposed Option B and two of whom presented concerns over the effects of Option A on their homes. Ten people spoke about Tysons West Station entrance and facilities, most of whom favored Option C or D.

Written or electronic comments were accepted through June 1, 2004. Comments were also accepted verbally and in writing at the post-hearing conference. Main comments at the conference included:

- § Continuing dialogue with developers and the public;
- § Tysons West Station options;
- § New variations of Tysons West Station Options C and D;
- § Impact of Tie Breaker Station #2 Option B on Tuckahoe Recreation Club; and
- § Effects of Tie Breaker Station #2 Options A and B on neighboring properties.

A Post Hearing Conference Report and Supplement were prepared for public review and for the decision-making Boards, respectively. Comments from these meetings are included in Appendix J.

11.1.3 CONTINUING PUBLIC OUTREACH EFFORTS

To maintain public and stakeholder support for the project, DRPT will continue public outreach efforts throughout preliminary engineering and final design. The focus of these outreach activities will be to keep the public, stakeholders, and affected property owners informed about the project's progress. Continuing outreach efforts may include participation in community outreach activities and public information meetings and events, circulate project newsletters, brochures, and fact sheets, project website updates, and development of presentations or meeting materials for interested parties.

11.2 AGENCY COORDINATION

This section summarizes the coordination with local, state, and federal agencies to support the environmental review process for the project in terms of early agency coordination and scoping and ongoing agency coordination and comments. Agency comments and correspondence are provided in Appendices J and K.

Coordination activities began with publication of a Notice of Intent to Prepare (Notice) an EIS in the *Federal Register* on June 26, 2000. This Notice was also published in the legal section of the *Washington Post*.

FTA is the lead agency for the project, the DRPT is the project sponsor, WMATA is the technical manager, and FAA is acting as a cooperating agency. Coordination activities have involved federal, state and local environmental, regulatory, and resource agencies. These agencies have provided technical

expertise regarding the identification of resources, impacts assessment, and development of mitigation. Major issues raised as a result of agency comments include:

- § Potential noise impacts along the corridor and at West Falls Church S&I Yard;
- § Visual impacts and aesthetic effects;
- § Safety and security;
- § Changing Virginia Pollution Discharge Elimination System (VPDES) requirements for the Commonwealth of Virginia;
- § Section 106 coordination and Section 4(f) coordination;
- § Wetlands management; and,
- § Traffic and parking impacts.

Appendix J contains the complete listing of comments received from agencies during the preparation of the Draft and the Supplemental Draft EIS. Appendix K contains agency correspondence.

11.2.1 EARLY AGENCY COORDINATION AND SCOPING

Early agency coordination and scoping activities are described in the following subsections.

11.2.1.1 Agency Interviews

Interviews with agencies were initiated in April 2000 to present the schedule for the preliminary engineering and environmental phase of the project, to review the initial scope of work, and to describe the known alternatives and their locations. Agency interviews included:

- § April 11, 2000 - Fairfax County;
- § April 21, 2000 - Metropolitan Washington Airports Authority (MWAA);
- § May 25, 2000 - Virginia Department of Transportation (VDOT);
- § June 16, 2000 - Loudoun County; and
- § August 14, 2000 - Metropolitan Washington Airports Authority (MWAA).

Issues discussed at the meetings included:

- § Configuration of the Dulles Airport Station, including accommodation of a future people-mover, and methods to minimize disruption to ground transportation facilities and operations during construction;
- § Coordination with the State Historic Preservation Officer (SHPO) with regard to the historic resources of the Dulles Airport terminal;
- § Appropriate agency contacts for project coordination;
- § The region's long-range plan and Fairfax County's Comprehensive Plan;
- § Designing the pedestrian bridges of the project's stations to be freely accessible by the general public rather than solely by BRT or Metrorail patrons;
- § Improvements planned for the Dulles Toll Road and Access Road;
- § Impacts on parking, bus, and Kiss & Ride facilities at East Falls Church Station;
- § Extension of BRT service to East Falls Church;
- § Evaluation of land use impacts;
- § Pedestrian/bikeway bridge to provide access to the West Falls Church Station from the south side of I-66;
- § Orange Line capacity;

- § Fairfax County's procedural requirements for amending the Comprehensive Plan for special exemptions and for planning approvals;
- § A loop alignment with two tracks in lieu of the single track along Routes 123 and 7;
- § Locating Wolf Trap Farm Park Station as part of the decision-making process during the preparation of the Draft EIS;
- § Pedestrian access between all four quadrants of the Reston Parkway interchange and the Reston Town Center Station;
- § Planned developments and highway construction in station areas;
- § The MIS evaluation of BRT Maintenance and Storage Facility and Metrorail S&I Yard sites; and
- § Current shuttle bus operations in the corridor.

11.2.1.2 Agency Pre-Scoping

Pre-scoping packets were sent to 54 federal, state, and local agencies in June 2000 and included a project schedule, preliminary scope of work, the FTA Notice of Intent, and an invitation list for the pre-scoping meeting.

The pre-scoping meeting was held July 11, 2000 and was attended by representatives from the 15 agencies listed in Table 11.2-1. Characteristics of the BRT and Metrorail alternatives to be analyzed in the EIS, including line, stations/stops, and ancillary facilities in each segment of the corridor were presented at the meeting. Attendees were encouraged to attend the formal agency scoping meeting on July 27, 2000.

Discussion among the attendees raised the following issues:

- § Locations of wide spots within the DAAR ("bubbles") to accommodate the proposed stations;
- § Design issues at Dulles Airport, including the integration of a separate planned people-mover project, subway station width and depth, and BRT stops not interfering with existing ground activity, wetlands and floodplains on the property, and the impacts of cut-and-cover versus tunneling;
- § Making the FAA a cooperating agency;
- § Location of the BRT Maintenance and Storage Facility and Metrorail S&I Yard;
- § Impacts of various alternatives on the local highway and roadway systems, including increased traffic on local roadways, which will require roadway improvements;
- § Tysons Corner loop alignment;
- § Protection of right-of-way for future use;
- § Locations of park-and-ride lots and pavilion entrances;
- § Elevated structures versus tunnels;
- § Trails and pedestrian access;
- § Public involvement;
- § Visual impacts; and
- § Impacts to Scotts Run Park.

11.2.1.3 Initial Agency Scoping

A formal agency scoping meeting was convened at the Center for Innovative Technology in Herndon on July 27, 2000. Representatives from ten agencies attended, as listed in Table 11.2-1. The project components and some of the comments received during the public scoping meetings held on the previous two evenings were reviewed. In addition, a report summarizing the concerns raised at the pre-scoping meeting was made available to all attendees.

Table 11.2-1: Agency Attendance at Pre-Scoping and Scoping Meetings

Agency Pre-Scoping Meeting July 11, 2000	Agency Scoping Meeting July 27, 2000
<u>Federal</u> Federal Aviation Administration (FAA) <u>Regional</u> Metropolitan Washington Airports Authority (MWAA) <u>State</u> Virginia Department of Conservation and Recreation Virginia Department of Environmental Quality (VDEQ) Virginia Department of Transportation (VDOT) <u>Local</u> City of Falls Church Fairfax County Department of Planning and Zoning Fairfax County Department of Transportation Fairfax County Park Authority Fairfax County Loudoun County Northern Virginia Regional Park Authority Northern Virginia Transportation Commission (NVTC) Town of Herndon Town of Vienna	<u>Regional</u> Metropolitan Washington Airports Authority (MWAA) Metropolitan Washington Council of Governments (MWCOG), Transportation Planning Board (TPB) <u>State</u> Virginia Department of Transportation (VDOT) Virginia Department of Forestry <u>Local</u> City of Falls Church Fairfax County Department of Planning and Zoning Fairfax County Department of Transportation Loudoun County Building and Development Northern Virginia Transportation Commission (NVTC) Town of Herndon

Discussion among the attendees raised the following issues:

- § Including time for County Board of Supervisors' endorsement of project in the schedule;
- § Evaluation of the travel time impacts of the various alignments;
- § Additional alternatives and stations for evaluation;
- § Travel demand modeling methods;
- § Pedestrian access to stations; and
- § Options for a light rail circulator in Tysons Corner.

11.2.1.4 Agency Data Requests

In January 2001, agencies were requested to provide information regarding natural and cultural resources in the Dulles Corridor, which were used to evaluate the environmental impacts of proposed alternatives (as documented in the Technical Reports and the Draft EIS). The following agencies were sent requests for information regarding the presence of resources in the corridor under their jurisdiction.

- § Virginia Department of Agriculture and Consumer Services;
- § Virginia Department of Conservation and Recreation;
- § Virginia Department of Environmental Quality;
- § Virginia Department of Game and Inland Fisheries;
- § Virginia Department of Historic Resources; and
- § United States Fish and Wildlife Service.

11.2.1.5 Agency Coordination Meetings

In May 2001, representatives from 72 agencies were invited to attend Agency Coordination Meetings. For convenience to the attendees, meetings were held on two dates (June 11 and 13, 2001) and in two locations (Herndon and Richmond). The meetings provided updated project information and information regarding data collection efforts and impact assessment methodologies. The meetings were followed by question and answer sessions. Table 11.2-2 lists the agencies that attended each meeting.

Table 11.2-2: Agency Coordination Meetings

Agency Coordination Meeting June 11, 2001	Agency Coordination Meeting June 13, 2001
<p><u>Federal</u> FTA National Park Service United States Environmental Protection Agency (EPA) USACE</p> <p><u>Regional</u> MWCOG MWAA</p> <p><u>State</u> Virginia Department of Transportation (VDOT) Virginia Department of Emergency Management</p> <p><u>Local</u> Arlington County Department of Public Works City of Falls Church Fairfax County Department of Planning & Zoning Fairfax County Department of Transportation Fairfax County Economic Development Authority Fairfax County Water Authority Loudoun County Administrator Loudoun County Office of Transportation Services Northern Virginia Regional Park Authority Town of Herndon</p>	<p><u>Federal</u> Federal Highway Administration (FHWA)</p> <p><u>State</u> Virginia Department of Environmental Quality Virginia Marine Resources Commission Virginia Department of Conservation and Recreation Virginia Department of Transportation (VDOT) Virginia Department of General Services Virginia Department of Agriculture and Consumer Services Virginia Department of Labor and Industry</p>

The issues raised by agency representatives at the Agency Coordination Meetings were as follow:

- § Consideration of the additional impervious surface of the third lane of the DIAAH in stormwater management and drainage plans;
- § Identification of parks, trail paths, proposed parks, and greenways in the project area;
- § Assessment of the value of station area development;
- § Utilization of BRT facilities after Metrorail is in place;
- § Landscaping stormwater facilities to use as community facilities;
- § Potential presence of rare mussels in streams in project area;
- § Diabase Glades located near project area, which support rare plants;
- § Wetlands near station areas;
- § Funding issues;
- § Noise barrier construction;
- § Traffic impacts;
- § Operation plan assumptions for feeder bus headways;
- § The location and historic status of the Sunset Hills Railroad Station along the W&OD Trail; and
- § Long-range plans for extending the project to Leesburg.

11.2.1.6 Supplemental Agency Scoping

In November 2001, the Steering Committee for the Dulles Corridor Rapid Transit Project asked DRPT and WMATA to consider alternatives to the Metrorail S&I Yard Site 7. In response, a Supplemental Rail Yard Study to examine different end-of-line locations for an S&I Yard was initiated. Pre-Scoping and Scoping meetings were held to solicit input on the initial list of yard sites to be considered.

A. Supplemental Agency Pre-Scoping Meetings

Pre-Scoping meetings were held on December 7 and 17, 2001, with MWAA, VDOT, and Loudoun County; and FAA and MWAA, respectively.

Discussion among the attendees raised the following issues:

- § A request to eliminate the current S&I Yard Site 7 because of potential economic development plans on the site;
- § The fact that the lease under which MWAA operates Dulles Airport requires 100 percent aeronautical use by the lease covenant; and
- § Regulations on the use of land purchased with FAA grants.

B. Supplemental Agency Scoping Meetings

A Scoping Meeting was convened at the Dulles Hyatt on January 22, 2002. Representatives from 15 agencies attended as listed in Table 11.2-3. A brief project overview and a status report were presented, and input from agency representatives was solicited.

Table 11.2-3: Agency Attendance at Supplemental Rail Yard Study Pre-Scoping and Scoping Meetings

Agency Pre-Scoping Meeting December 7 and 17, 2001 (combined attendance)	Agency Scoping Meeting January 22, 2001
<u>Federal</u> Federal Aviation Administration (FAA) <u>Regional</u> Metropolitan Washington Airports Authority (MWAA) <u>State</u> Virginia Department of Transportation (VDOT) <u>Local</u> Loudoun County	<u>Federal</u> Federal Aviation Administration (FAA) Federal Highway Administration (FHWA) National Oceanic and Atmospheric Administration (NOAA) National Weather Service U.S. Army Corps of Engineers (USACE) <u>Regional</u> Metropolitan Washington Airports Authority (MWAA) <u>State</u> Virginia Department of Agriculture & Consumer Services Virginia Department of Business Assistance Virginia Department of Conservation and Recreation Virginia Department of Environmental Quality Virginia Department of Transportation (VDOT) <u>Local</u> Fairfax County Department of Transportation Loudoun County Department of Economic Development Loudoun County Office of Transportation Services Town of Herndon

Discussion among the attendees raised the following issues:

- § FAA had possible concerns with releasing any Dulles Airport property;
- § With regard to the evaluation of the use of NOAA property, about one-third of the proposed site is being transferred to MWAA, for use as a balloon launch and a weather station, with a need for clear space for these purposes;
- § Potential for effects on a county planned road (Route 717);
- § The MWAA Dulles Airport land use plan should be used as a point of reference in the screening of the supplemental yards;
- § Development in the runway protection zone is not recommended;
- § The need to place the shop facility and tower should be placed outside of any runway protection zone; and
- § Structures for replacement parking might not be allowed in certain parts of the airport, unless the structures were at least partially underground.

11.2.1.7 Advance Technical Reports Review

Technical Reports were prepared in support of the Draft EIS, and include environmental, transportation, social and economic data and evaluation to be used as the basis for Draft EIS preparation. Draft copies of the Technical Reports were distributed to local agencies in February 2002 to inform the agencies of technical data related to the project and to seek comments.

11.2.2 AGENCY COORDINATION AND COMMENTS

Coordination to support the environmental review process and the preparation of the Draft EIS, the Supplemental Draft EIS, and the Final EIS is described below.

11.2.2.1 Dulles Corridor Working Groups and Steering Committee

Working groups were convened with appropriate agency representatives to facilitate technical, operations, and financial planning for the project. In addition, executives from the project's funding partners participated in the Dulles Corridor Steering Committee, which provided oversight and policy direction for several project issues, particularly financial issues. The working groups and steering committee are discussed below.

A. Dulles Corridor Technical Working Group

Agency representatives with technical expertise participated in the Technical Working Group. Jurisdictions and agencies represented in the Technical Working Group include the VDOT, MWAA, Fairfax County, Loudoun County, Arlington County, Town of Herndon, and TRIP II (the owner of the Dulles Greenway). Six Technical Working Group meetings were held during October and November 2000 to discuss alternatives for routes, stations, and Metrorail S&I Yard locations. A Project Status Briefing was held on April 23, 2001 to present the results of initial and intermediate screening process and solicit comments from the Technical Working Group. Representatives from five agencies attended: Arlington County, Fairfax County Department of Planning and Zoning, Fairfax County Department of Transportation, Loudoun County, and VDOT. In addition, a Technical Working Group Station Site Plan Review meeting was held on July 20, 2001, and Technical Working Group meetings were held to review the status of the Draft EIS on December 11, 2001 and February 6, 2002. Technical working group meetings continued throughout the development of the EIS.

B. Dulles Corridor Operations Working Group

Representatives from Fairfax County, Loudoun County, and the MWAA participated in the development of the Draft EIS as an Operations Planning Working Group. The Operations Planning Working Group met monthly between December 2000 and June 2001 to discuss issues related to the operations of the proposed transit improvements in the Dulles Corridor, including model inputs and assumptions, headways, fares, service variables, route patterns, and facilities. The group established the service assumptions for generating travel demand model forecasts for the project.

C. Dulles Corridor Financial Working Group

Representatives from Fairfax County, Loudoun County, and MWAA also participated in the project as a Financial Working Group. The group was established to discuss project funding sources, availability, timing, allocation, and possible creation of transportation improvement tax districts. Coordination with representatives in the Financial Working Group addressed the allocation of capital costs among the jurisdictions. The group coordination efforts also facilitated discussion of the distribution of operations and maintenance costs and subsidy allocation as well as discussion of the federal funding process.

D. Dulles Corridor Steering Committee

The Dulles Corridor Task Force was established in 1998 to help the Virginia Secretary of Transportation develop transit solutions for the Dulles Corridor. This group was instrumental in advancing the project into the environmental study phase. During the preliminary engineering and environmental review study phase, a new group called the Dulles Corridor Steering Committee was established to provide oversight and direction on issues related to the project's financing and policy. A subset of the original Dulles Corridor Task Force membership, the Steering Committee is composed of the executives from each of the project's funding partners:

- § Northern Virginia District Representative of the Commonwealth Transportation Board (CTB) (Steering Committee Chairman);
- § DRPT Director;
- § WMATA Chief Executive Officer;
- § MWAA General Manager;
- § Fairfax County Executive;
- § Loudoun County Administrator, and
- § Herndon Town Manager.

Later, members of Landowners Economic Alliance for the Dulles Extension of Rail (LEADER), the landowners group formed to support the development of a transportation improvement district in Fairfax County, and Dulles Transit Partners were added to the Committee. The CTB representative also represents the Virginia Department of Transportation on the Steering Committee.

The Steering Committee met as needed throughout the development of the EIS to discuss policy, financial planning, and management issues. As a part of this effort, the Steering Committee reviewed and discussed the proposed project phasing and modifications to the LPA during the preparation of the Supplemental EIS. The committee also identified several options for providing the nonfederal share of capital funding, built on the efforts of the Financial Working Group to determine an equitable allocation of capital and operating costs among the funding partners, as well as develop a recommended implementation schedule for the project.

11.2.2.2 Draft EIS Coordination and Review

A. Additional Coordination During Draft EIS Preparation

Throughout the environmental review process, meetings were conducted with a variety of federal, state and local agencies to address environmental issues as they surfaced. A list of the meetings conducted is included in Table 11.2-4. Agency correspondence is in Appendix K.

Table 11.2-4: Summary of Agency Coordination Meetings

Date of Meetings	Agencies Attending
June 5, 2000	Fairfax County and VDOT
July 10, 2000	Loudoun County Transportation Committee
July 17, 2000	City of Falls Church Council
July 21, 2000	MWAA
August 2, 2000	Fairfax County Dulles Corridor Land Use Task Force
August 2, 2000	Fairfax County and Developer
August 7, 2000	Fairfax County Transportation Committee
August 15, 2000	DRPT and Capital Beltway Rail Feasibility Study Consultant
August 23, 2000	Town of Herndon
August 29, 2000	Arlington County

Date of Meetings	Agencies Attending
August 30, 2000	National Park Service and Wolf Trap Foundation
September 6, 2000	Town of Herndon and Consultant
September 12, 2000	MWAA
September 19, 2000	Loudoun County
September 23, 2000	Fairfax County Planning Commission
October 2, 2000	Loudoun County Transportation Committee
October 10, 2000	MWAA
October 11, 2000	VDOT Capital Beltway Study Team
October 12, 2000	Town of Herndon and Consultant
October 20, 2000	FHWA and VDOT
October 23, 2000	Capital Beltway Rail Feasibility Study Consultant
October 27, 2000	Fairfax County and Consultant
November 1, 2000	VDOT Capital Beltway Study Team
November 2, 2000	MWAA
November 7, 2000	MWAA
December 4, 2000	Loudoun County Transportation Committee
December 5, 2000	MWAA
December 15, 2000	VDOT Capital Beltway Study Team
December 18, 2000	VDOT Staff and Consultant
December 20, 2000	Fairfax County, Loudoun County, and MWAA
January, February, March 2001	Special series of meetings with VDOT on co-location in Tysons Corner
January 4, 2001	MWAA
January 9, 2001	MWAA
January 16, 2001	Fairfax County Dulles Corridor Land Use Task Force
January 17, 2001	All Operating Agencies
January 23, 2001	Fairfax County and VDOT
January 25, 2001	City of Falls Church
February 5, 2001	Fairfax County and VDOT
February 8, 2001	MWAA
February 14, 2001	Fairfax County and VDOT
February 21, 2001	Operating Agencies
February 27, 2001	Fairfax County and VDOT
February 28, 2001	Virginia State Historic Preservation Officer (SHPO) and MWAA
March 5, 2001	Fairfax County and VDOT
March 7, 2001	Loudoun County, TRIP II, and VDOT
March 8, 2001	MWAA
March 21, 2001	Operating Agencies
March 23, 2001	Fairfax County and VDOT
April 3, 2001	Fairfax County Park Authority
April 3, 2001	Loudoun County Department of Parks, Recreation, and Community Services
April 10, 2001	MWAA
April 18, 2001	Operating Agencies
April 20, 2001	Fairfax County and VDOT
April 23, 2001	Chairman Katherine K. Hanley and Supervisor Gerald E. Connolly (Providence District), Fairfax County Board of Supervisors
April 23, 2001	Supervisor Catherine M. Hudgins (Hunter Mill District), Fairfax County Board of Supervisors
April 24, 2001	National Park Service and Wolf Trap Foundation
April 27, 2001	Northern Virginia Regional Park Authority
May 2, 2001	Fairfax County Planning Commission
May 4, 2001	Supervisor Stuart Mendelsohn (Dranesville District), Fairfax County Board of Supervisors
May 7, 2001	Loudoun County Board of Transportation
May 21, 2001	Fairfax County Board of Supervisors
May 23, 2001	Operating Agencies

Date of Meetings	Agencies Attending
June 5, 2001	Town of Herndon Council
June 12, 2001	Town of Herndon Council Public Hearing
June 19, 2001	Supervisor Catherine M. Hudgins (Hunter Mill District), Fairfax County Board of Supervisors
July 11, 2001	National Park Service and Wolf Trap Foundation
July 12, 2001	Town of Herndon
July 20, 2001	Fairfax County
July 24, 2001	Loudoun County
July 26, 2001	MWAA Fire and Police staff
August 2, 2001	MWAA
August 8, 2001	National Park Service
August 30, 2001	MWAA
September 13, 2001	Loudoun County Board of Supervisors Transportation Committee
September 17, 2001	Fairfax County Economic Development Authority
September 26, 2001	MWAA
October 1, 2001	FAA
October 1, 2001	Fairfax County
October 15, 2001	Fairfax County
October 30, 2001	Supervisor Catherine M. Hudgins (Hunter Mill District), Fairfax County Board of Supervisors
November 15, 2001	Chairman Sean T. Connaughton, Prince William Board of County Supervisors
December 7, 2001	Supplemental Rail Yard Study Kick-Off Meeting—Loudoun County and MWAA
December 10, 2001	Loudoun County
December 17, 2001	FAA and MWAA
February 11, 2002	Fairfax County Board of Supervisors Transportation Committee
February 26, 2002	Town of Herndon
March 14, 2002	Loudoun County Transportation Committee
March 26, 2002	Chairman Katherine K. Hanley, Fairfax County Board of Supervisors
March 28, 2002	Chairman Chris Zimmerman, Arlington County Board
April 1, 2002	Supervisor Dana Kauffman, Fairfax County Board of Supervisors
April 1, 2002	Council Member William Euille, Alexandria City Council
April 22, 2002	Fairfax County Board of Supervisors Transportation Committee
February 14, 2003	U.S. Army Corps of Engineers (USACE), Virginia Department of Environmental Quality (VDEQ), EPA
February 27, 2003	Virginia Department of Historic Resources (VDHR)
March 11, 2003	MWAA, Metropolitan Transit Police Department (MTPD), and Transportation Security Administration (TSA)
April 24, 2003	MWAA, Metropolitan Transit Police Department (MTPD), and Transportation Security Administration (TSA)
August 5, 2003	VDOT
August 8, 2003	Fairfax County
August 13, 2003	Fairfax County Non-Motorized Transportation Subcommittee
September 9, 2003	VDOT
October 10, 2003	VDOT and Fairfax County Department of Transportation
November 5, 2003	Supervisor Hudgins
November 5, 2003	Fairfax County Non-Motorized Transportation Subcommittee
November 5, 2003	Hunter Mill District Council
November 5, 2003	VDOT and Fairfax County
November 19, 2003	City of Falls Church
November 25, 2003	Town of Herndon
December 2, 2003	Town of Herndon
December 10, 2003	Agencies and Jurisdictions
December 12, 2003	VDOT NoVa and Fairfax County
December 15, 2003	Town of Vienna Council
January 6, 2004	Town of Herndon Council
January 22, 2004	Fairfax County Supervisor Hudgins

Date of Meetings	Agencies Attending
January 28, 2004	Fairfax County Supervisor Smyth
January 29, 2004	Fairfax County Supervisor Connolly
February 2, 2004	Fairfax County Supervisor DuBois
February, 2004	Northern Virginia Regional Park Authority
February 23, 2004	Fairfax County
February 25, 2004	Fairfax County Park Authority
May 3, 2004	Fairfax County
May 3, 2004	Fairfax County Non-Motorized Transportation Subcommittee
June 22, 2004	Transportation Committee of Fairfax County Planning Commission

B. Agency Review and Comments on the Draft EIS

The Draft EIS was distributed to 58 agencies for review and comment in June 2002 in advance of the July 2002 public hearings. Comments received from agencies on the Draft EIS and responses to those comments are provided in the *October 2002 Draft EIS Public Hearings Report* and the *November 2002 Draft EIS Public Hearings Report Supplement* and can be viewed in Appendix J. Agency correspondence is provided in Appendix K.

A total of 13 agencies commented on the Draft EIS. Agencies who commented are as follows:

- § City of Falls Church;
- § Virginia Department of Conservation and Recreation;
- § Fairfax County Department of Transportation;
- § Fairfax County Park Authority;
- § Fairfax County;
- § Federal Aviation Administration, Washington Airports District Office;
- § Metropolitan Washington Airports Authority;
- § U.S. Department of Agriculture, Natural Resources Conservation Service;
- § Northern Virginia Regional Park Authority;
- § Town of Herndon;
- § U.S. Environmental Protection Agency;
- § Virginia Department of Environmental Quality; and
- § Virginia Department of Transportation.

Issues raised included the following:

- § Air quality improvements;
- § Support for Metrorail alternative;
- § Service and inspection yard noise;
- § Water quality;
- § Wetland permitting;
- § Safety concerns; and
- § Parks and recreation impacts.

11.2.2.3 Supplemental Draft EIS Coordination and Review

A. Additional Coordination During Supplemental Draft EIS Preparation

Major coordination meetings with key resource, regulatory, and environmental agencies in support of the Supplemental Draft EIS are summarized below.

U.S. Army Corps of Engineers (USACE), Virginia Department of Environmental Quality (VDEQ), and the Environmental Protection Agency (EPA). The purpose of this coordination was to provide an update on the project, to discuss possible wetland mitigation measures, to review the historic and environmental impacts of construction at S&I Yard Site 15, and to introduce the Comstock Project. Discussions on wetland issues determined that impacts were minimal; therefore, mitigation at an approved wetland bank or in-lieu fee fund would be acceptable. For S&I Yard Site 15, it was agreed that further coordination with the Virginia Department of Historic Resources (VDHR) would be needed on possible archeological impacts. Further coordination was also arranged regarding responsibility for the mitigation of possible effects to the property offered for the proposed Loudoun Station development at the Route 772 Station.

Virginia Department of Historic Resources (VDHR). This coordination focused on the initiation of the Section 106 process and the Programmatic Agreement (PA), the possible historic value of S&I Yard Site 15, and the historic importance of Dulles Airport's "peekaboo" view sequence. It was determined that the Programmatic Agreement (PA) would be revised and submitted to VDHR and that the Advisory Council of Historic Preservation (ACHP) would be informed of DRPT's and WMATA's intent to enter into a PA. In addition, the peekaboo sequence along the DIAAH would be further evaluated and the limits of the airport historic district would be clarified. Ultimately, based on additional technical investigations and coordination, a Memorandum of Agreement was prepared and is available in Appendix F.

Metropolitan Washington Airports Authority (MWA), Metropolitan Transit Police Department (MTPD), and Transportation Security Administration (TSA). A March 2003 meeting initiated discussions on security issues posed by the proposed Metrorail station at Dulles Airport. Discussions focused on a TSA sign-off on the NEPA documents as referenced by the FAA. Other topics included the need to secure the rail yard site and separate it from the airfield. TSA's primary concerns were related to security, with the focus on measures that should be taken to enhance safety at both the airport and Metrorail station. These issues were discussed further at an April 2003 meeting.

Virginia Department of Conservation and Recreation (VDCR). Correspondence from VDCR dated November 1, 2002 requested that the department's staff be provided with results of two diabase glade habitat surveys that were conducted as part of the analysis of rare, threatened, and endangered species for the Draft EIS for S&I Yard Site 15. The agency was concerned that the initial surveys were taken at a time when the seven state and globally rare plant species associated with diabase glade communities potentially located at S&I Yard Site 15 would not be flowering. In response to these concerns, two follow-up rare plant surveys were conducted in July and August 2002. The follow-up surveys were conducted at times when the rare plants would be flowering; however, no evidence of the seven rare plants was found. Both surveys indicated that there is absence of suitable habitat for the rare diabase plants at S&I Yard Site 15.

Virginia Department of Environmental Quality (VDEQ). After the publication of the Draft EIS, VDEQ requested that coordination take place in regards to 34 sites of potential concern that were not identified during the analysis of hazardous and contaminated materials for the Draft EIS. These sites are likely to contain Recognized Environmental Conditions (REC), as they include several gas stations, auto dealerships, and airport-related facilities.

Advisory Council on Historic Preservation (ACHP). Correspondence with ACHP dated June 19, 2003, included invitations to the council's staff to participate in further consultation to consider means to avoid or minimize project-related impacts to historic properties, under the requirements of Section 106 of

the National Historic Preservation Act, and request ACHP participation as a signatory to the Programmatic Agreement. After reviewing related project materials, ACHP responded in August 2003 that its participation would not be needed to resolve potential effects to historic resources.

B. Agency Review and Comments on the Supplemental Draft EIS

The Supplemental Draft EIS was distributed to 58 agencies for review and comment in October 2003 in advance of the December 2003 public hearings. Comments received from agencies on the Supplemental Draft EIS and responses to those comments are provided in the *February 2004 Supplemental Draft EIS Public Hearings Report* and the *March 2004 Supplemental Draft EIS Public Hearings Report Supplement* as well as in Appendix J of this Final EIS. Agency correspondence is provided in Appendix K.

A total of 12 agencies commented on the Supplemental Draft EIS, including:

- § Northern Virginia Regional Commission;
- § Commonwealth of Virginia;
- § Fairfax County Non-Motorized Transportation Committee;
- § Virginia Department of Environmental Quality;
- § District of Columbia Department of Public Works;
- § Loudoun County;
- § U.S. Environmental Protection Agency;
- § Northern Virginia Regional Park Authority;
- § Virginia Department of Transportation;
- § Fairfax County Department of Transportation;
- § Metropolitan Washington Airports Authority;
- § Town of Herndon; and
- § Commonwealth of Virginia Department of Historic Resources.

Issues raised included bus service; roadway analysis methodology; traffic effects; parklands and recreation impacts; parking; operating costs; and project phasing.

11.2.2.4 Final EIS Coordination and Review

U.S. Army Corps of Engineers (USACE) and Virginia Department of Environmental Quality (VDEQ).

As design of the project was refined, additional wetland impacts were identified with two stormwater management facilities, P-5 and P-15. A supplement to the March 2003 jurisdictional determination was obtained. Furthermore, a Federal Consistency Determination was reviewed by VDEQ (see Appendix L).

Virginia Department of Historic Resources. The primary focus of this coordination has been to obtain a determination of effect on historic resources within the Dulles Corridor and to finalize the Section 106 Memorandum of Agreement (MOA). Appendix K contains agency correspondence and Appendix F contains the Section 106 MOA.

Virginia Department of Conservation and Recreation (VDCR) and Northern Virginia Regional Park Authority (NVRPA). The primary focus of coordination with these agencies was to resolve potential effects of the W&OD Trail. The project was found not to impact the park in terms of resulting in a use under Section 4(f) or a conversion of use under Section 6(f). VDCR and NVRPA correspondence is provided in Appendix K.

11.2.2.5 Commonwealth Transportation Board and WMATA Board of Directors

As described in Chapter 1, several local deliberative bodies are responsible for making decisions during the preliminary engineering and environmental review phase of project development. One of these bodies, the CTB, is a 17-member board appointed by the Governor of Virginia. The board is primarily responsible for locating routes, approving construction contracts, creating traffic regulations, naming highways, and administering and allocating transportation funds in Virginia.

Another of these deliberative bodies is the WMATA Board of Directors, a six-member board consisting of two principal Directors from each signatory jurisdiction (Virginia, Maryland, and the District of Columbia). In addition, the board includes six alternate Directors who may act in the absence of the Principal Director. The WMATA Board is responsible for the mass transit plan for the Washington Metropolitan Area Transit Zone, which includes the Dulles Corridor.

On November 21, 2002 the WMATA Board of Directors amended the Adopted Regional System (ARS) to include the Metrorail Alternative (T6/Y15) contingent upon six conditions. On December 19, 2002, the Commonwealth Transportation Board (CTB) concurred with the WMATA Board and formally selected Metrorail Alternative (T6/Y15) as the LPA for the project. The Boards of Supervisors for Fairfax and Loudoun counties, the Town of Herndon, and MWAA also endorsed the selection. Subsequent to circulation of the Supplemental Draft EIS, the CTB in March 2004, revised the LPA to be constructed two phases – the Wiehle Avenue Extension and the full LPA. The WMATA Board in April 2004, amended its ARS for the revised LPA contingent upon seven conditions (the original six, plus a new condition), as outlined in Chapter 2 of this Final EIS.

11.3 COMMENTS AND RESPONSES

This section addresses comments received during the public and agency comment periods for the Draft EIS and the Supplemental Draft EIS. Issues raised were addressed through provision of a clarifying response or explanation, modification of the project design and configuration or incorporation of mitigation provisions, and are reflected in this Final EIS.

11.3.1 DRAFT EIS

Public agencies, elected officials, businesses, civic association representatives, interest groups, and the general public submitted 2,520 comments regarding the Dulles Corridor Rapid Transit Project during the formal public comment period that followed publication of the June 2002 Draft EIS. These comments were submitted through public hearing testimony, comment cards, letters, e-mails, written statements, or a combination thereof. Public and agency comments are provided in Appendix J. Agency correspondence is provided in Appendix K.

At the close of the comment period, statements had been received from 386 people. Each statement received was reviewed to identify the nature of the comment. Comments were entered into a comment database and tracked by both a unique number given to each commenter and by subject matter. Similar comments are grouped together and given a common response.

During the comment period for the Draft EIS, comments were received on the following issues:

Purpose and Need for the Project

- § Need for rapid transit to Dulles Airport;
- § Need to address traffic congestion and improve air quality;
- § Regional connectivity; and
- § Service to Tysons Corner Center.

Alternatives Considered

- § Support for and opposition to aerial alignments;
- § Support for and opposition to BRT service;
- § Support for and opposition to combination Metrorail/BRT service;
- § Support for and opposition to Monorail/Light Rail Transit; and
- § Support for and opposition to Metrorail Alternative.

Community Impacts

- § Land use planning and mixed-use development;
- § Location of the Wiehle Avenue and Reston Parkway stations;
- § Parking;
- § Compatibility of a BRT Maintenance and Storage Facility and Metrorail S&I Yard with community land use;
- § Induced development from existing employment centers;
- § Impacts of connecting to the East Falls Church or West Falls Church Metrorail Station;
- § Smart growth;
- § Concern about the placement of parking garages;
- § Adequate parking at the western terminus and the lack of parking at the proposed Route 772 Station;
- § Visual effect of an aerial alignment through Tysons Corner;
- § Maximizing transit oriented development and air rights development opportunities;
- § Effects of increased land use densities triggered by transit improvements;
- § Location of a proposed storm water management pond and a traction power substation;
- § Adequacy of the analysis to determine neighborhood impacts (i.e. noise, existing residential water wells, increased traffic volumes on local streets and overflow parking);
- § High density development;
- § Opposition to the Hunter Mill Road Station; and
- § Importance of “connectivity” to local neighborhoods and the expansion of transit within the county for those who prefer to use public transportation but cannot drive to access rapid transit.

Environmental Effects

- § Noise, vibration, and visual impacts;
- § Location of the Wolf Trap Farm Park Station and its designation as a special use station;
- § Locations of the BRT Maintenance and Storage Facility and the Metrorail S&I Yard;
- § Existing and project-related noise impacts at and near the West Falls Church Service and Inspection (S&I) Yard; and
- § Proposed noise mitigation measures.

Economic Effects

- § Cost and funding;
- § Possibility of fare increases to fund an extension;
- § Possibility of increase in ad valorem taxes;
- § Need for innovative financing (i.e., through the PPTA) and concern about the adequacy and fairness of funding sources; and
- § Financial impacts of Loudoun County becoming an active member of the WMATA.

Transportation Effects

- § Congestion as a result of possible phased implementation at interim terminus;
- § Congestion as a result of construction;
- § Impact of the proposed widening of I-66 in Arlington;
- § Metrorail only through to Tysons Corner and implementing Express Bus Service to the west in Reston, Herndon and Loudoun County;
- § Impacts on the Metrorail Orange Line;
- § Traffic congestion resulting from the additional build-out of residential, retail, office and hotel uses around the station areas;
- § Support for congestion mitigation;
- § Potential traffic effects on adjacent local streets; and
- § Access to the Reston Parkway Station from all four quadrants of the interchange between Reston Parkway and the Toll Road.

General Comments

- § Coordination with other transit studies;
- § Operational flexibility;
- § Pedestrian and bicycle access to station locations;
- § Pedestrian access and overpasses;
- § Bus and pedestrian access;
- § Project schedule;
- § Enhanced bus service;
- § Feeder bus service;
- § The amount of time provided to the public for review of the Draft EIS and submission of comments;
- § Coordination with other transit studies and connectivity between the lines;
- § Support for the results of the scoping process;
- § Service design (prior to designing the tracks); and
- § Concern over Loudoun County's self-imposed prohibition to regional park-and-ride lots within transit oriented development areas, citing the need for adequate commuter parking facilities at the terminus of the system (Route 772) to maximize ridership opportunities.

Responses to comments on the Draft EIS are presented in Appendix J.

11.3.2 SUPPLEMENTAL DRAFT EIS

Public agencies, elected officials, business, civic association representatives, interest groups, and the general public submitted a total of 832 comments regarding the Dulles Corridor Rapid Transit Project during the formal public comment period that followed publication of the October 2003 Supplemental Draft EIS. These comments were submitted through public hearing testimony, comment card, letter, e-mail, written statements, or a combination thereof. Public and agency comments are provided in Appendix J. Agency correspondence is provided in Appendix K.

As of the close of the comment period, 133 people had submitted statements for the record. Each statement received was reviewed to identify the nature of the comment. Comments were entered into a comment database and tracked by both a unique number given to each commenter and by subject matter. Responses to comments have been summarized in the Public Hearings Report prepared after the hearings on the Supplemental Draft EIS. Similar comments were grouped together and answered by a single response.

During the comment period for the Supplemental Draft EIS, comments included the following issues:

Metrorail Alternative

- § Support for and opposition to Metrorail Alternative;
- § Support for and opposition to a No Build Alternative;
- § Support for and opposition to Phased Implementation;
- § Support for BRT;
- § Security issues surrounding locating an emergency access shaft on airport property; and
- § Immediate need for rail in Loudoun County.

Transportation Effects

- § Traffic Congestion Mitigation;
- § Possible traffic congestion effects of phased construction at Wiehle Avenue interim terminus;
- § Impacts on the Metrorail Orange Line;
- § Negative construction impacts (access to neighborhoods, and business);
- § Importance of getting rail to Tysons Corner;
- § Mode changes;
- § Intersection improvements and traffic calming measures;
- § Existing traffic congestion, particularly near Wiehle Avenue;
- § Transit service from Herndon-Monroe; and
- § Premium Bus Service replacing Express Bus Service.

Community Impacts

- § Negative construction impacts;
- § Delay of development in areas not included in the Wiehle Avenue Extension;
- § Negative Effects to Tyson's Corner and Wiehle Ave.;
- § Need for cooperative redevelopment;
- § Traffic analysis needed on neighborhood streets;
- § Negative effect on development at Tyson's East Station vicinity;
- § Location and design of the station and Kiss & Ride at Tysons West; and

§ Route 772 Station.

Environmental Effects

- § Noise and vibration effects at S&I Yard 15;
- § Noise mitigation needed around aerial segments;
- § Possible locations of Traction Power Substations and Tie-Breaker Stations;
- § Negative effective on Lake Anne drainage if Wiehle Ave. is widened; and
- § Coordinating noise mitigation.

Economic Impacts

- § Support for opposition to a possible toll increase to partially fund construction;
- § Cost and funding;
- § Possibility of fare increases to fund an extension;
- § Possibility of increase in sales and ad valorem taxes;
- § Tax assessment district for Fairfax County;
- § Pedestrian, bike, and feeder bus access for transit oriented development; and
- § Financial analyses in general.

General Comments

- § Pedestrian and bicycle access to station locations;
- § Pedestrian access and overpasses;
- § Bus and pedestrian access;
- § Project schedule;
- § Coordination and accountability between agencies;
- § Support for the public involvement process;
- § Moving pedestrian access or extending platforms over roads;
- § Need for two entrances at each station; and
- § Modifying station/parking designs.

Responses to comments on the Supplemental Draft EIS are presented in Appendix J.

This Page Intentionally Left Blank.