

City of Alexandria, Virginia

Potomac Yard Metrorail Station Environmental Impact Statement

PYMIG Meeting
May 16, 2012



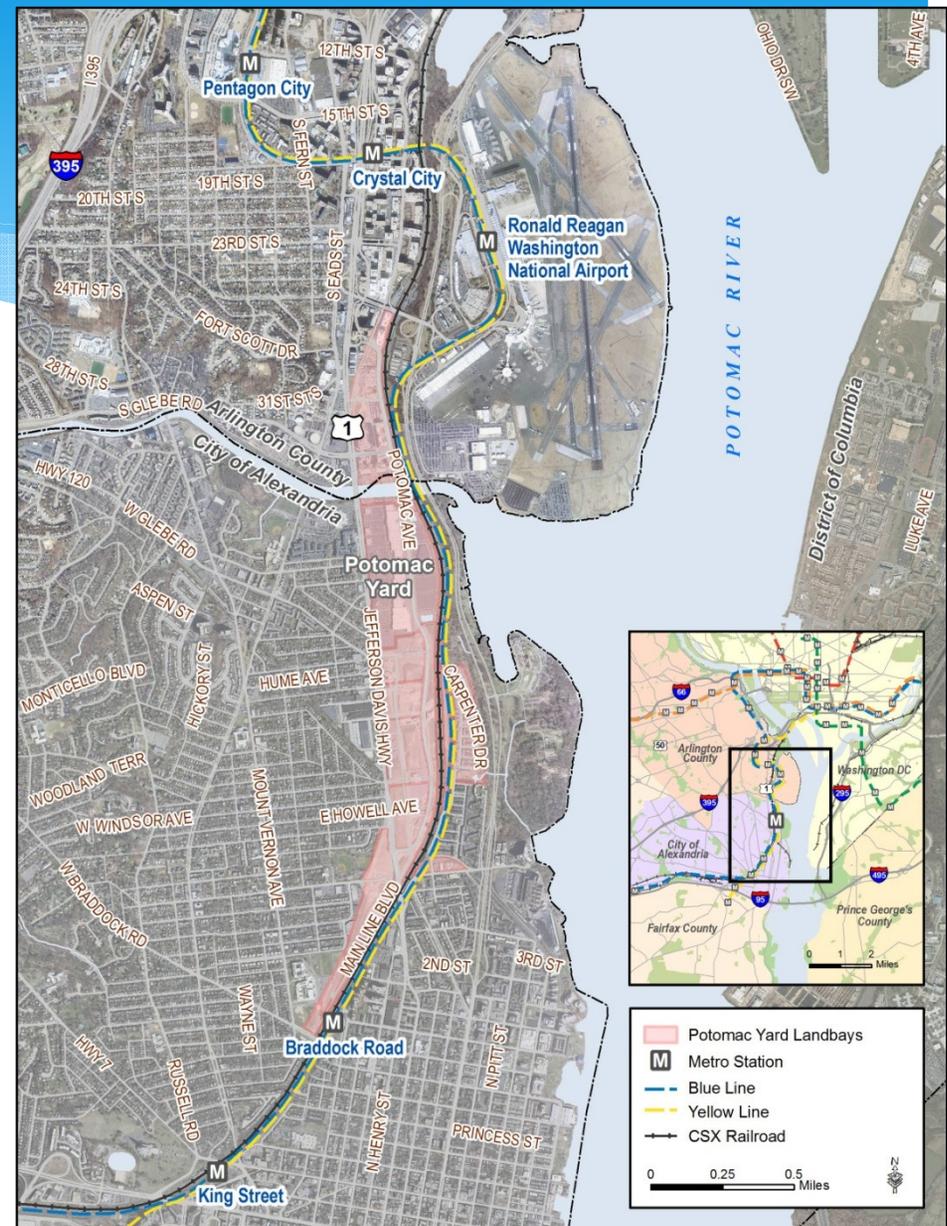
Agenda

1. Welcome and Review of Project to Date
2. EIS Public Input and Decision Making Process
3. Section 4(f) Process
4. Section 106 Process
5. Section 6(f) Process
6. Schedule
7. Next Steps

Study Area

Generally bounded by:

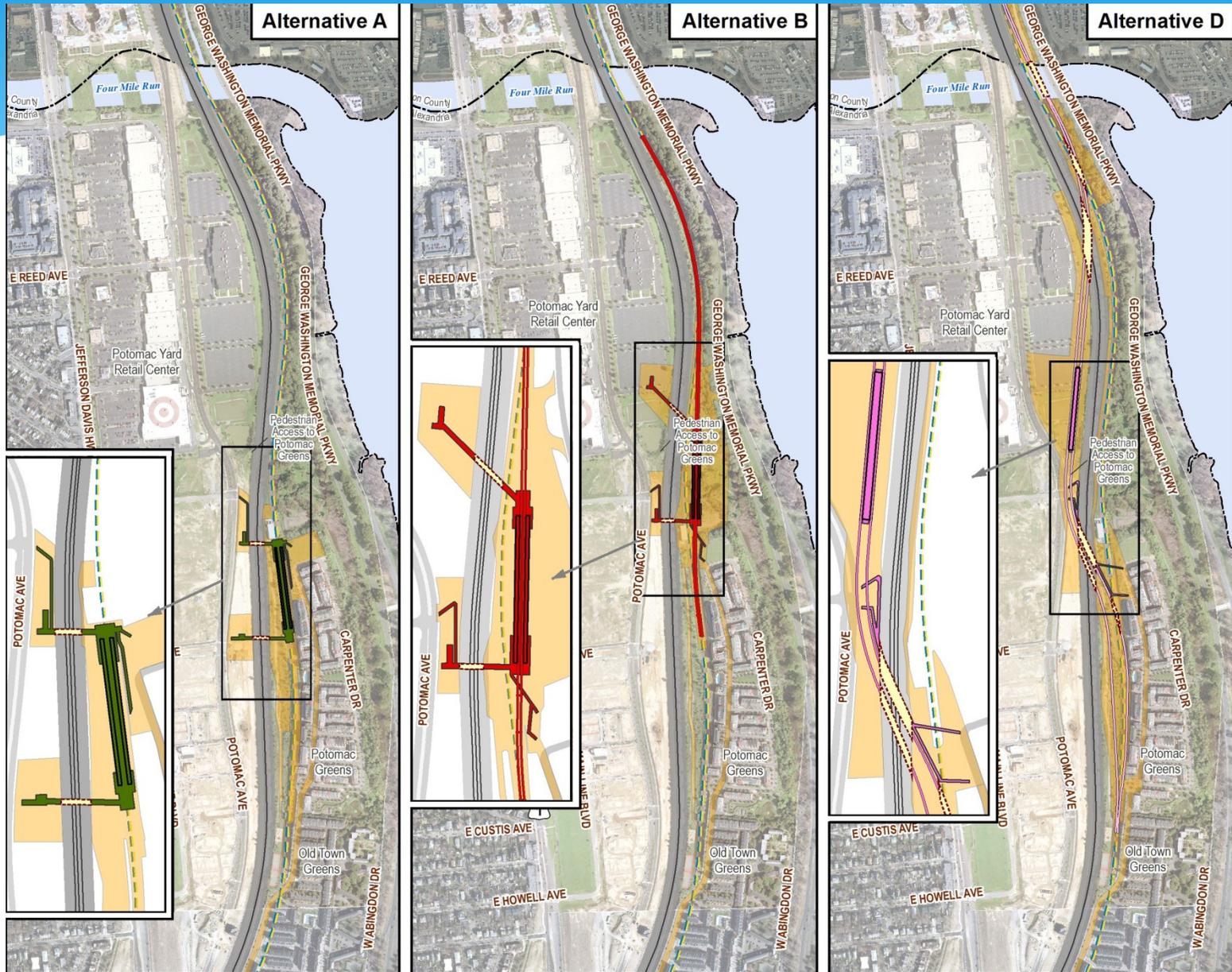
- Route 1 on the west
- George Washington Memorial Parkway and Potomac Greens Drive on the east
- Slaters Lane on the south
- Ronald Reagan National Airport Access Road on the north



Process to Date

1. Potomac Yard Metrorail Station Concept Development Study (February 2010)
2. Scoping Process (June 2011) & first meeting of Potomac Yard Metrorail Implementation Group (PYMIG)
3. Screening Document and meeting of PYMIG (October 2011)
4. Refinement of Alternatives (October 2011)
5. Proposed Station Locations, and meeting of PYMIG (February 2012)
6. Socio, Economic, Environmental, and Transportation Impact Identification and Assessment (on-going)

Build Alternatives



Process to Date



↑
2011-
Early 2012

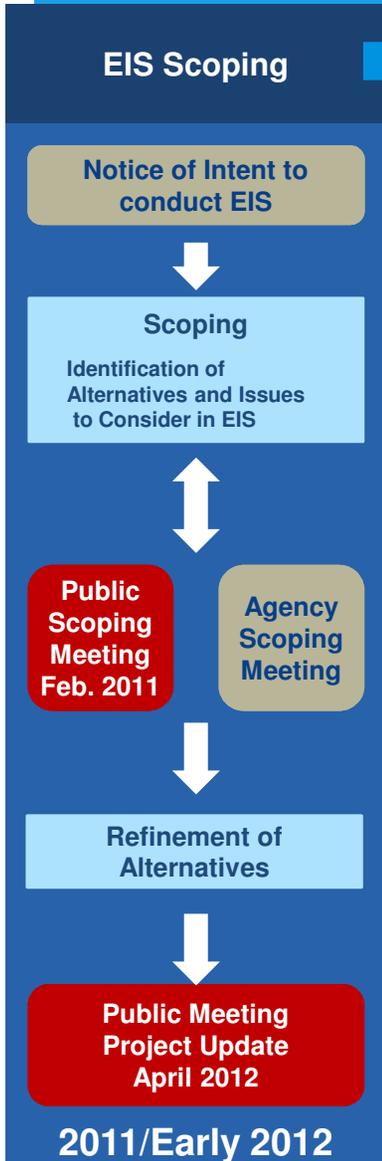
↑
**We
are
Here**
↑
Mid/Late
2012

↑
Early
2013

↑
Mid/Lane
2013

↑
2014

EIS Public Input and Decision Making Flowchart

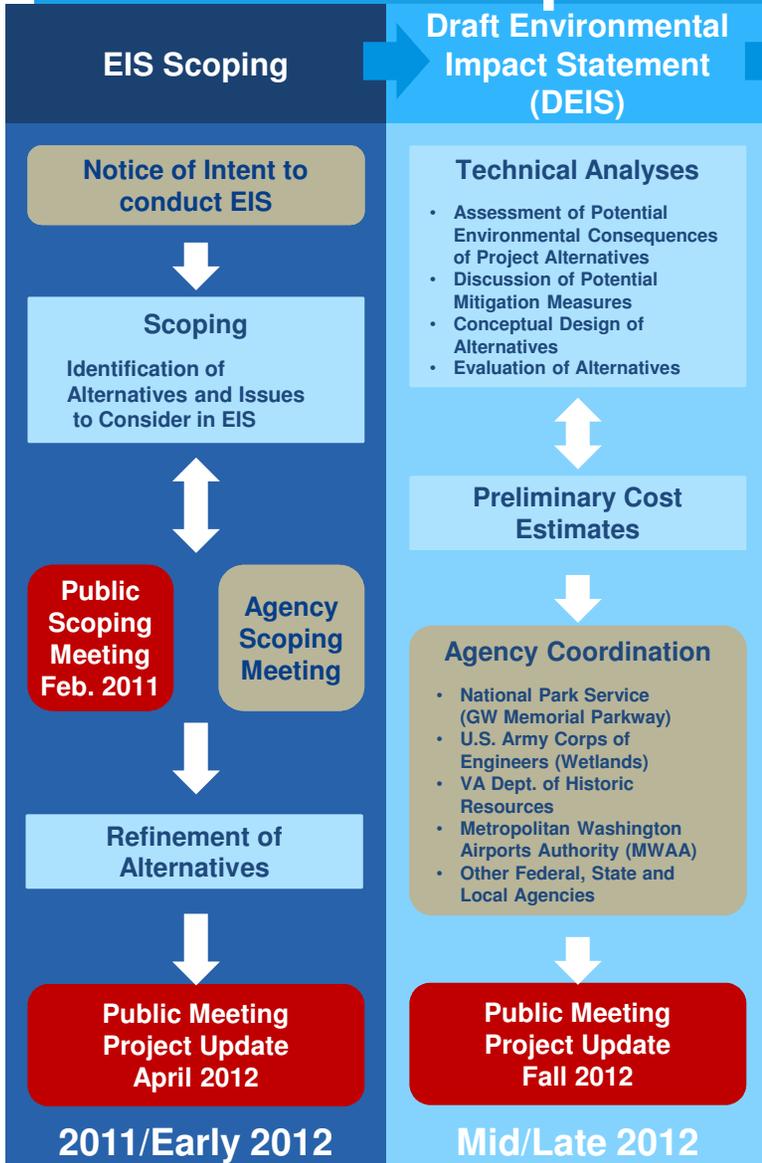


 = Public Involvement Milestone
 = Technical Task

 = Agency Review
 = Agency Decision

 = City of Alexandria Review/Recommendation
 = City of Alexandria Decision

EIS Public Input and Decision Making Flowchart



Draft Environmental Impact Statement (DEIS)

Notice of Intent to conduct EIS

Scoping
Identification of Alternatives and Issues to Consider in EIS

Public Scoping Meeting Feb. 2011

Agency Scoping Meeting

Refinement of Alternatives

Public Meeting Project Update April 2012

Technical Analyses

- Assessment of Potential Environmental Consequences of Project Alternatives
- Discussion of Potential Mitigation Measures
- Conceptual Design of Alternatives
- Evaluation of Alternatives

Preliminary Cost Estimates

Agency Coordination

- National Park Service (GW Memorial Parkway)
- U.S. Army Corps of Engineers (Wetlands)
- VA Dept. of Historic Resources
- Metropolitan Washington Airports Authority (MWAA)
- Other Federal, State and Local Agencies

Public Meeting Project Update Fall 2012

Public Involvement Milestone

Technical Task

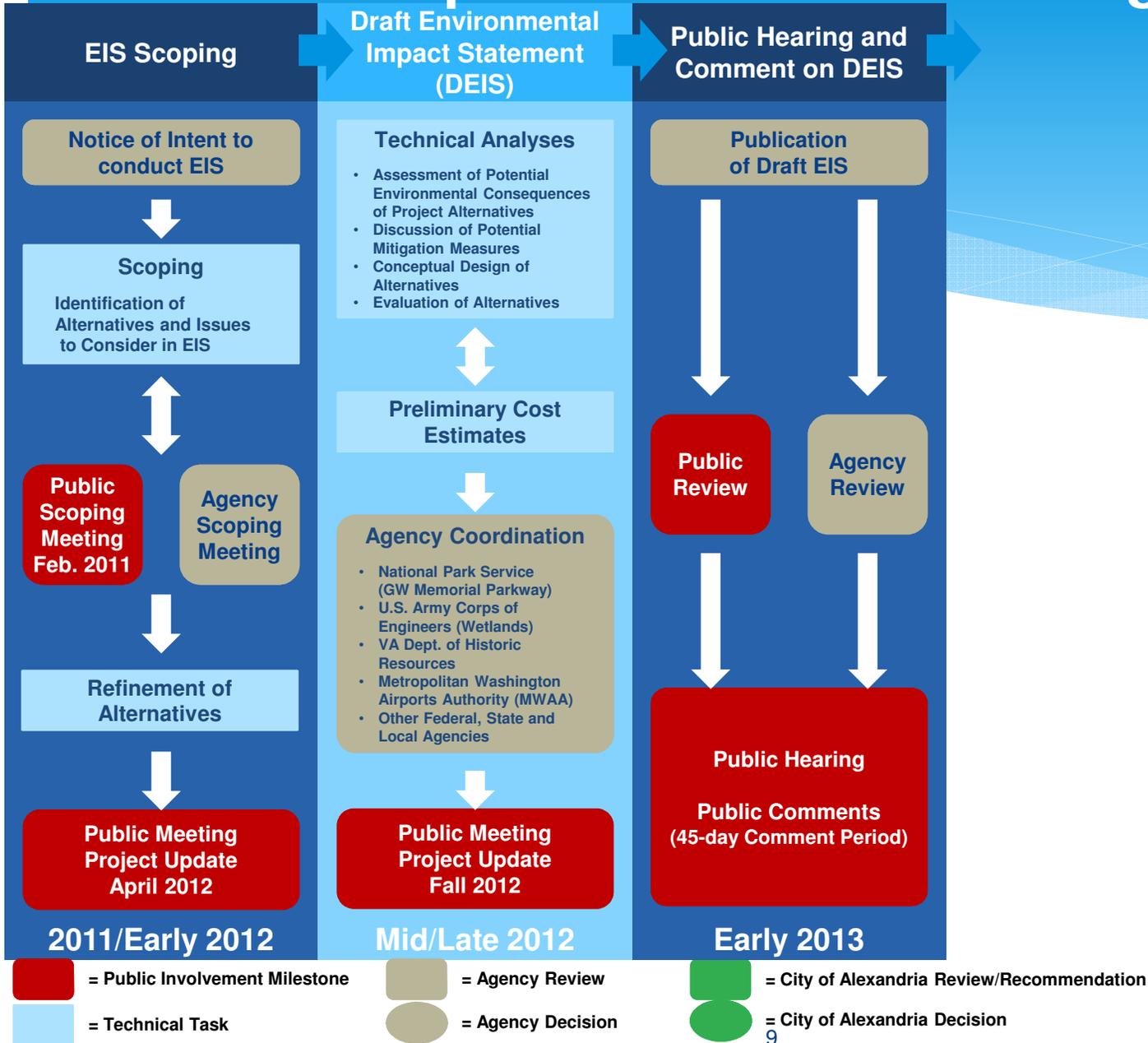
Agency Review

Agency Decision

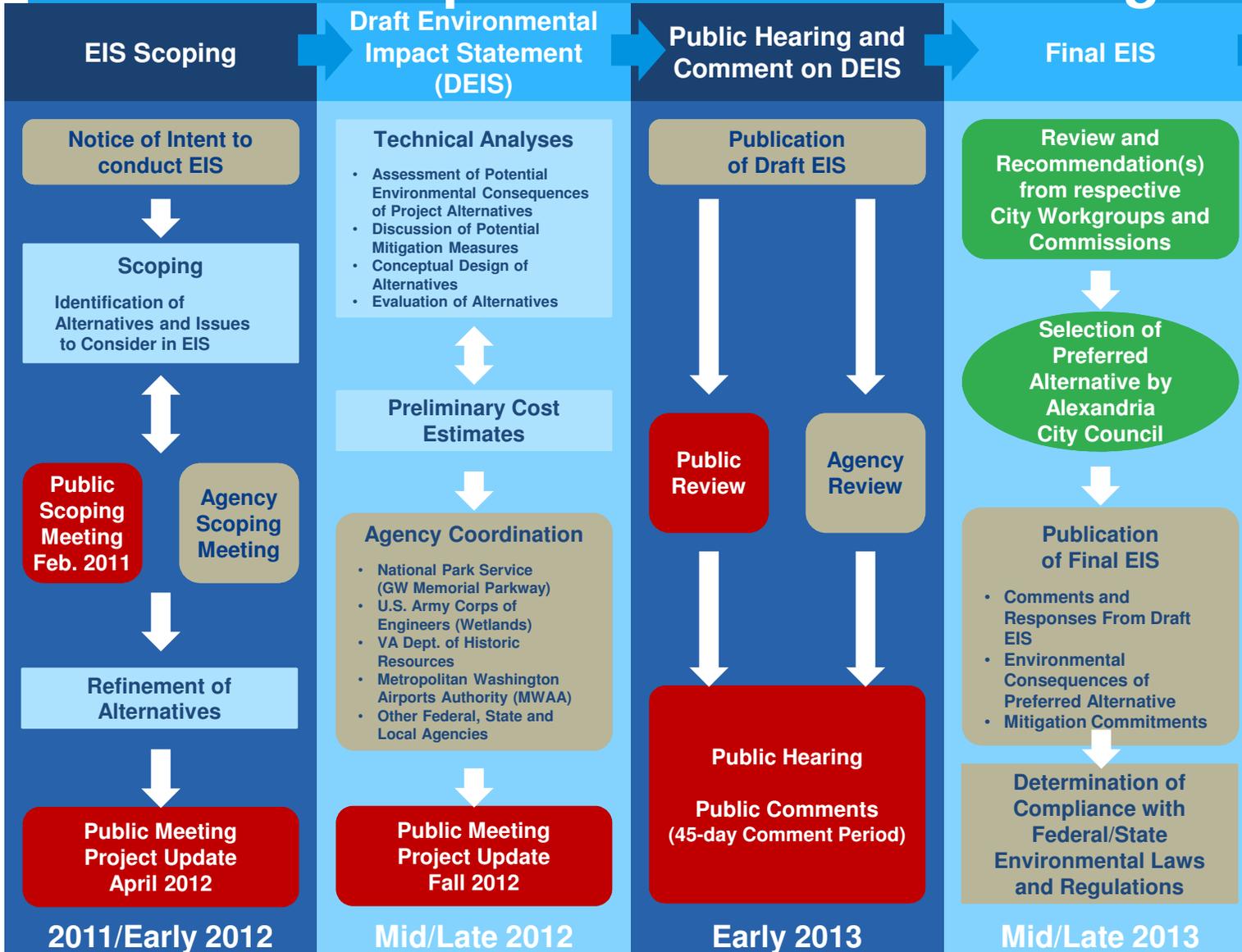
City of Alexandria Review/Recommendation

City of Alexandria Decision

EIS Public Input and Decision Making Flowchart

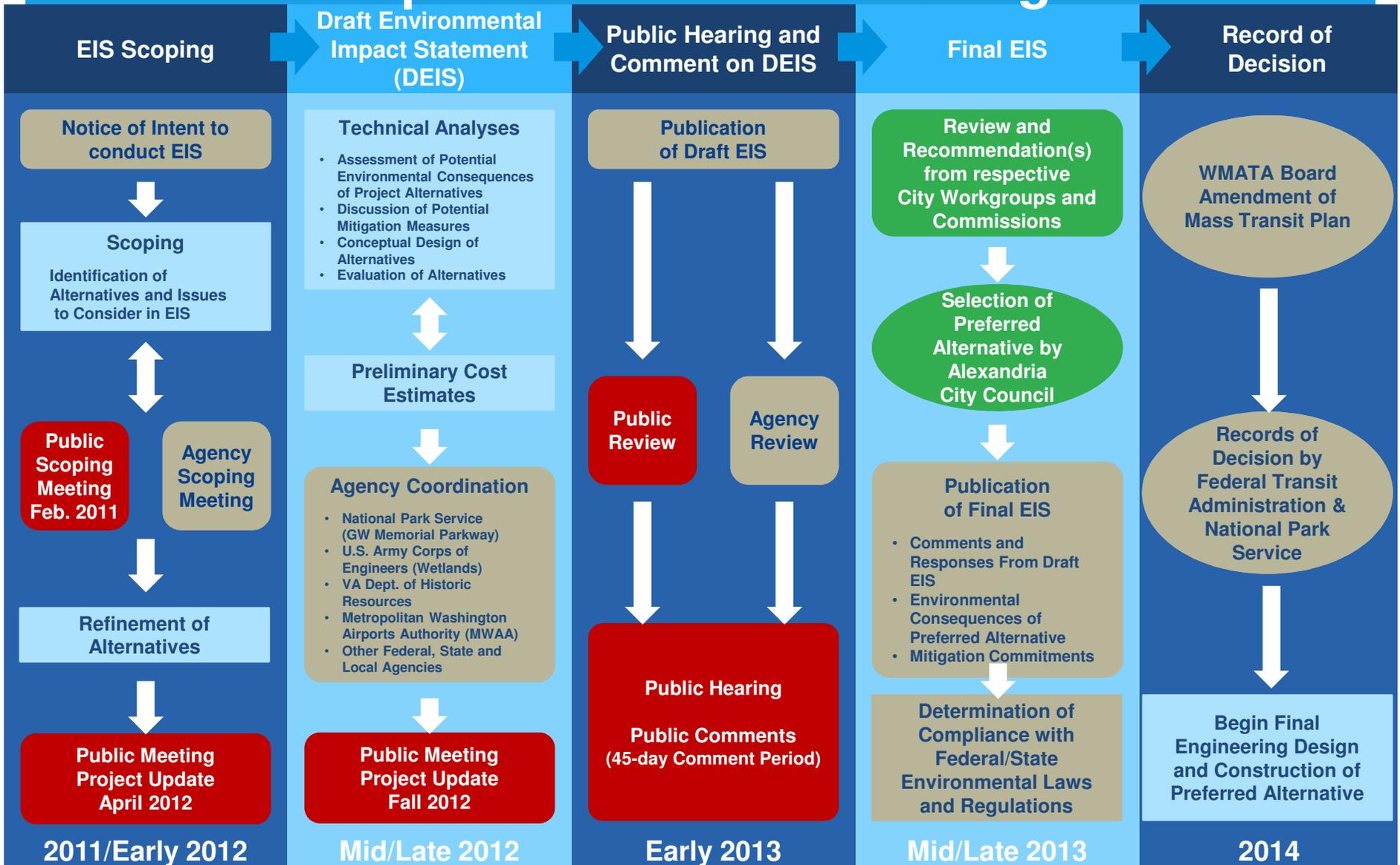


EIS Public Input and Decision Making Flowchart



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Section 4(f) Process (49 USC §303)

Department of Transportation Act of 1966

- 4(f) properties include:
 - Publicly owned parks
 - Wildlife and waterfowl refuges
 - Recreational areas
 - Public and private historical sites
- Secretary of Transportation only approves use of 4(f) properties when:
 - The use will have de minimis impact on the resource
 - There is no feasible and prudent alternative to the use of land
 - All possible planning to minimize harm has been completed
- Integrated with Section 106 of the National Historic Preservation Act
- 4(f) properties on this project
 - The George Washington Memorial Parkway
 - City Parks (Potomac Greens)

Section 4(f) Process

No “Feasible and Prudent” Alternative

- Least Overall harm Analysis [23CFR774.3(c)(1)]
- Alternatives are compared the No Build Alternative
- Balancing of the seven factors:
 - Ability to mitigate adverse impacts
 - Relative severity of the remaining harm, after mitigation, to property
 - Relative significance of each property
 - Views of the official(s) with jurisdiction over each property
 - Degree to which each alternative meets the purpose and need for the project
 - After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f)
 - Substantial differences in costs among the alternatives

Section 106 Process

National Historic Preservation Act (NHPA)

- Coordination with State Historic Preservation Office and Advisory Council on Historic Preservation
- Applies to cultural resources
 - Purpose of Section 106 is to protect cultural resources that are on (or eligible) for the National Register of Historic Places and that may be affected by federal undertakings
 - Must seek ways to avoid, minimize or mitigate those effects that are considered adverse
- Integral to Section 4(f) process when cultural resources are involved

Section 6(f) Process

Land and Water Conservation Fund Act (LWCFA)

- Applies to recreational resources
- Prohibits conversion of property acquired or developed with grants from LWCFA without NPS approval
- Replacement lands must be of equal value, location and usefulness as impacted lands
- Applies to any federal agency project

Comparison

LAW	SECTION 4(f)	SECTION 106	SECTION 6(f)
Legislative Reference	Section 4(f) of DOT Act	National Historic Preservation Act, Section 106	Land and Water Conservation Fund Act, Section 6(f)
Purpose	Avoid use of public parks, waterfowl and wildlife refuges and significant historic sites	Protect, rehabilitate, restore and re-use districts, sites, buildings, structures and objects significant in American architecture, archeology and culture	Preserve, develop and assure the quality and quantity of outdoor parks and recreation areas and refuges for present and future generations
Affects ...	Significant public parks, recreation areas, wildlife and waterfowl refuges, and all significant historic sites "used" for a highway project	All properties on or eligible for inclusion on the National Register of Historic Places	All projects that impact recreational lands purchased or improved with land and water conservation funds
General Procedures	Must avoid protected areas, if feasible and prudent; must include all possible planning to minimize harm	Must identify & determine effects of project on subject properties; must give Advisory Council an early opportunity to comment; must avoid or mitigate effects as much as possible	Secretary of Interior must approve any conversion of property acquired or developed with assistance under this act
Requirements	Consultation, avoidance or mitigation	Consultation and mitigation when affected	Consultation, avoidance or mitigation
Coordination with ...	DOI, DOA, HUD, State History Preservation Officer, State or local agencies with jurisdiction	State Historic Preservation Officer, Advisory Council on Historic Preservation, DOI (NPS)	DOI, state agencies
Relationship to other statutes	Sections 6(f) and 106 are integral to Section 4(f) compliance	Sections 4(f) and 6(f) are not integral to Section 106 process	Sections 4(f) and 106 are not integral to Section 6(f) process
Relationship to NEPA	Considered in the NEPA process	Considered in the NEPA process	Considered in the NEPA process

Schedule

Item	Original Completion	Updated/ Anticipated
Opening Year Conditions	May 27, 2012	July 8, 2012
Social and Economic Effects	Aug 26, 2012	Sept 9, 2012
Environmental Effects	Aug 19, 2012	Sept 28, 2012
Transportation Effects	Aug 19, 2012	Sept 28, 2012
Section 4(f) and 6(f) Analysis	Aug 19, 2012	Sept 7, 2012
Preliminary Cost Estimates	Aug 19, 2012	Sept 28, 2012
Draft Environmental Impact Statement	Jan 2013	Feb 2013
Public Hearing	Feb 2013	March 2013
Final Environmental Impact Statement	Feb 2014	March 2014
Design/Build	Mid 2014	Late 2016
Opening of Station	Late 2016	Late 2016

Next Steps

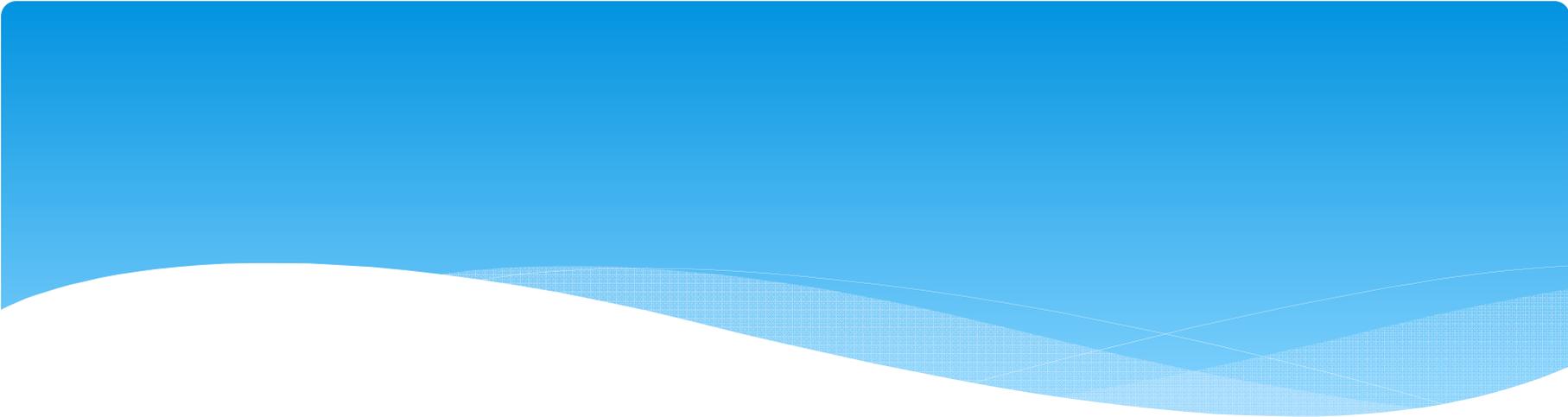
- Continue environmental impact analysis for each of the proposed alternatives
- Next level of cost information
 - Cost estimates (Expected Fall, 2012)
- Next meeting
(tentatively late September, 2012/ early October, 2012)



For more information on this project or other capital or planning projects in Potomac Yard:

www.alexandriava.gov/potomacyard

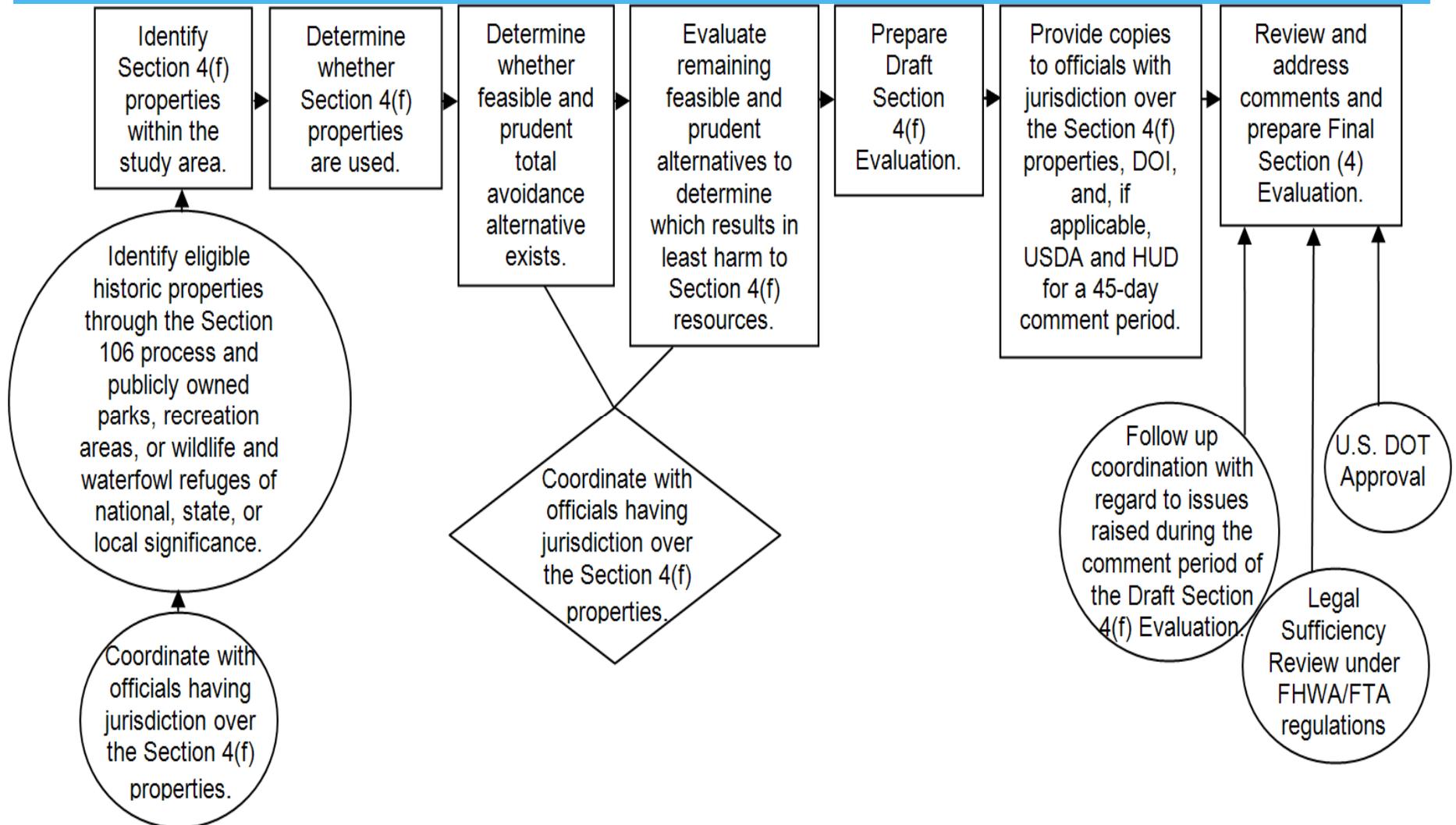
For the project website see:
www.potomacyardmetro.com



THANK YOU

COMMENTS / QUESTIONS?

Section 4(f) Process



Definitions

- “Use”
 - Permanently incorporated into a project
 - Temporary occupancy
 - Constructive use
- “Feasible”
 - Can be built using sound engineering judgment.
- An Alternative is not “Prudent” if
 - It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
 - It results in unacceptable safety or operational problems;
 - After reasonable mitigation, it still causes
 - Severe social, economic, or environmental impacts,
 - Severe disruption to established communities,
 - Severe disproportionate impacts to minority or low income populations, or
 - Severe impacts to environmental resources protected under other Federal statutes;
 - It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
 - It causes other unique problems or unusual factors; or
 - It involves multiple factors [described above], that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

Definitions

“All Possible Planning”

- All reasonable measures identified in the Section 4(f) Evaluation to minimize harm or mitigate for adverse impacts and effects must be included in the project. With regard to historic sites, the measures normally serve to preserve the historic activities, features, or attributes of the site as agreed by the Administration and the official(s) with jurisdiction over the Section 4(f) property in accordance with the consultation process under 36 CFR part 800 (23 CFR 774.17):
- In evaluating the reasonableness of measures to minimize harm, the Administration will consider the preservation purpose of the statute and:
 - i. The views of the official(s) with jurisdiction over the Section 4(f) property;
 - ii. Whether the cost of the measures is a reasonable public expenditure in light of the adverse impacts of the project on the Section 4(f) property and the benefits of the measure to the property, in accordance with 23 CFR 771.105(d); and
 - iii. Any impacts or benefits of the measures to communities or environmental resources outside of the Section 4(f) property.