



FINDING OF NO SIGNIFICANT IMPACT

ROADWAY IMPROVEMENTS AND ASSOCIATED DEVELOPMENT ENVIRONMENTAL ASSESSMENT RONALD REAGAN WASHINGTON NATIONAL AIRPORT Washington, DC

The Federal Aviation Administration (FAA) and the Metropolitan Washington Airports Authority (Airports Authority), in cooperation with the National Park Service (NPS) prepared an Environmental Assessment (EA) to improve the on-Airport Roadway Network at Ronald Reagan Washington National Airport (DCA or the Airport). The NPS participated as a cooperating agency for the EA process due to a portion of the Proposed Action roadway improvements will be located outside the Airports Authority's property and on NPS property administered by the George Washington Memorial Parkway (GW Parkway). The on-Airport property roadway network at DCA will be improved by constructing a new multi-use facility that will include a Consolidated Rental Car Center, public parking and corporate Airports Authority office space; providing additional on-Airport property public and employee parking; and implementing ground transportation improvements to enhance access to the Airport and provide access to these new facilities (the Proposed Action).

DCA's current roadway network experiences significant congestion and delays throughout the year. The configuration and layout of the roadway network does not convey traffic in an efficient manner. Additionally, signage and wayfinding are compromised by the configuration and layout of the roadway network with short roadway segments and weaving distances requiring quick decision-making leading to traffic congestion. The quantity of public and employee parking is not adequate to accommodate forecast growth and meet parking needs of future passengers and employees in a manner that is desirable and efficient. The existing Consolidated Rental Car Center (ConRAC) is operationally inefficient and inadequately sized to meet existing and future demand for rental cars. The Airports Authority's corporate office space is leased off Airport grounds, in Crystal City which is less desirable because it is not close to Airport operations.

As a cooperating agency and in accordance with CEQ regulations at 40 CFR 1501.6, the NPS actively participated in the NEPA process. The FAA signed its Finding of No Significant Impact (FONSI) on January 18, 2024. (**Appendix A**)

The EA was prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. 4332(2)(C)); the implementing regulations of the Council for Environmental Quality (CEQ) regulations (40 CFR 1500-1508); the Department of the Interior NEPA regulations (43 CFR Part 46); NPS Director's Order 12: Conservation Planning, Environmental Impact Analysis and Decision-making (DOI-12) and the accompanying NPS 2015 NEPA Handbook. The FAA supervised preparation of the aforementioned EA in accordance with Title 40, Code of Federal Regulation (CFR) § 1501.3 of the Council on Environmental Quality Regulations (CEQ) for Implementing the Procedural Provisions of the National Environmental Policy Act. The Final EA was prepared in accordance with the requirements of NEPA as discussed in FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions; FAA Order 1050.1F, Environmental Impacts: Policies and Procedures; and the FAA's Environmental Desk Reference for Airport Actions. As required by NPS Management

Policies 2006, a finding of non-impairment is included as Appendix B. Compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and Section 7 of the Endangered Species Act, was conducted concurrently with the NEPA process. The statements and conclusion reached in this finding of no significant impact (FONSI) are based on the documentation and analysis provided in the EA, associated FAA decision file, and NPS site-specific analysis. Public and Agency Involvement

Public Scoping - Two public scoping meetings were held early in the EA development, first in 2017 and then in 2020. The first public scoping period began with a notice in the Washington Post on September 20, 2017, with an associated meeting on October 18, 2017, from 6:00 p.m. until 8:00 p.m. at the Historic Main Terminal lobby next to Terminal A at DCA. This scoping effort provided details of the Proposed Action, alternatives, and the EA process. The public review period extended from September 20, 2017, to November 2, 2017. After this scoping effort, additional planning was completed which led to project modifications. It was determined to hold a second scoping meeting, which featured a notice of public scoping on the Airports Authority website on July 31, 2020, and a notice in the Washington Post on August 6, 2020, with a public meeting on August 12, 2020, from 6:00 p.m. until 8:00 p.m. Due to the Covid-19 pandemic, this meeting was held virtually. The public review period extended from July 31, 2020, to September 8, 2020.

Agency scoping consisted of project scoping letters to 41 agencies and a scoping meeting on October 19, 2017, 11:00 a.m. to 1:00 p.m. at the Historic Main Terminal Conference Room A. A second phase of agency scoping was completed after additional planning. This phase included mailing letters, on July 24, 2020, to 32 agencies and a virtual meeting on August 13, 2020, from 1:00 p.m. until 3:00 p.m. A total of 23 comment letters were received, 22 of which were from agencies, while one letter was from the general public. The agency comments addressed agency interest, potential concerns regarding impacts to resources, and suggestions for the EA process. The public comment letter primarily addressed bicycle access to the Airport.

EA Public Review – For review of the Draft EA, a public notice was issued on the Airports Authority website and in the Washington Post with a review period between July 28, 2023, and August 28, 2023. The public notice was also shared with local elected officials and the agencies that participated in the scoping process. The Draft EA was available at the Aurora Hills Branch of the Arlington County Library as well as the Airports Authority website. A public meeting was held August 15, 2023, from 6:00 p.m. until 8:00 p.m. at the DCA Historic Main Terminal. In addition, a virtual public meeting was held on the same date between 6:30 p.m. until 7:30 p.m.

In response to the Draft EA, 49 comment letters were submitted. Eleven were issued from agencies and 38 were received from the general public. The agency comments received generally address presence/absence of resources in the project area, potential permitting requirements, the Proposed Action's consistency with various resource/development policies and regulations, and consistency with other proposed actions including the Crystal City to DCA project which will include a multi-modal connection from Crystal City to the Airport. General public comments concerned potential impacts to bicycle/pedestrian access including bicycle parking and limitations of the Mount Vernon Trail, and air and water quality impacts due to more motorized vehicle usage and stormwater runoff. Public commenters also suggested using parking demand pricing to reduce parking usage as well as use of existing office space in Crystal City instead of new development at DCA.

Endangered Species Act, Section 7 Consultation – Based on information provided by the USFWS Virginia Ecological Services Field Office, and the USFWS Information for Planning and Consultation (IPaC) tool, there is one federally endangered species, the northern long-eared bat (*Myotis septentrionalis*), one proposed endangered species, the tricolored bat (*Perimyotis subflavus*), and one federal candidate species, the monarch butterfly (*Danaus plexippus*) with the potential to occur within the Proposed Project Area. However, in accordance with the USFWS final rule for the northern long-eared bat, the Proposed Action will occur in developed urban areas and the only vegetation clearing will occur

to ornamental landscaped areas adjacent to developed sites, there will be no significant impact to the northern long-eared bat or tricolored bat. The Virginia Department of Wildlife Resources (DWR) Northern Long-eared Bat Winter Habitat & Roost Trees Application showed no known northern long-eared bat winter hibernacula near the Proposed Project Area. The presence of Monarch Butterfly in the project area is not anticipated due to regular maintenance and mowing activities. Additionally, no host plants occur within the project area. As such, the Proposed Action may affect, but not likely to adversely affect to this species. Agency correspondence and database search results have been included within **Appendix C**.

US Department of Transportation Action, Section 4(f) Resources – The Proposed Action includes a physical use of a resource protected under 49 U.S.C. §303(c) (Section 4(f) of the Department of Transportation Act). The Proposed Action will result in physical use of Abingdon Research Station/Department of Transportation Laboratory Buildings, a Section 106 historic site, due to it being permanently incorporated into the proposed development. In evaluating the Proposed Action and Alternatives considered under the EA, there is not a feasible and prudent avoidance alternative. All possible planning to minimize harm was considered and applied as part of the Memorandum of Agreement (MOA) with the Officials with Jurisdiction. A Department of Transportation Section 4(f) Statement was prepared and is hereby incorporated by reference. The US Department of Interior and NPS concurred with the Section 4(f) determination, which is found in **Appendix D**.

National Historic Preservation Act (NHPA), Section 106 Consultation (36 CFR Part 800) – The assessment of archaeological potential has been an integral part of the Section 106 consultation process for the Proposed Action. Based on prior fill, prior disturbance, and prior archaeological testing, it was determined that there was no potential for intact archaeological resources within the direct Area of Potential Effects. Due to the location of the project and significant prior disturbance and landform modification resulting from the initial grading, construction, and intensive development the Airport property it was determined early in the consultation process that there will be no potential for the Proposed Action to affect archaeological sites. The potential for impacts to resources was used to determine the consulting parties included in the Section 106 process and NEPA outreach.

An adverse impact to historic properties will result from the Proposed Action. The Proposed Action will result in an adverse effect to the Abingdon Research Station/Department of Transportation Laboratory Buildings. The effect will occur due to demolition of the resource to accommodate the Proposed Action. To mitigate the adverse effect, the FAA entered into a MOA with the Virginia State Historic Preservation Office (SHPO), National Park Service (NPS), and the Airport Sponsor. The MOA was fully executed on December 12, 2023, and is provided as **Appendix E**. The Environmental Assessment lists the George Washington Memorial Parkway historic property which includes the Mount Vernon Trail within the Area of Potential Effects. During consultation with VDHR for developing the consulting party list, it was determined that there was no potential for intact archaeological resources within the Area of Potential Effects due to the prior fill, soil disturbance, and prior archaeological testing. Due to the lack of potential for intact archaeological resources, it was decided during consultation with VDHR that no tribal consultation was needed.

Waters of the United States, US Army Corps of Engineers Consultation – A field survey conducted in September 2020 and a field delineation report completed in October 2020 found that one feature exhibiting characteristics of waters of the US (WOTUS) exists in the northern portion of the Proposed Project Area. This feature is located on Airport property within the secured portion of the airfield and will not be affected by the proposed action. One small wet depression was observed outside the western boundary of the Proposed Project Area on NPS property along the Mount Vernon Trail and GW Parkway; however, this feature meets the criteria to be considered Isolated Wetlands of Minimal Ecological Value and is not considered a WOTUS. A Jurisdictional Determination was issued by the US Army Corps of Engineers (USACE) on November 25, 2020. As there are no wetlands present within the Proposed Project Area or within an area in which indirect

impacts could occur, wetlands have been eliminated from further discussion in this EA. While the small wet depression along the Mount Vernon Trail and (GW Parkway is not considered a WOTUS, review of this feature and coordination with the Virginia Department of Environmental Quality (VDEQ) will be conducted during the permitting process.

ALTERNATIVES CONSIDERED AND SELECTED

The EA identified the No Action Alternative and three build alternatives, including the Proposed Action. The two additional build alternatives aside from the Proposed Action included Alternative 1: Multi-Use Facility South and Alternative 2: Multi-Use Facility North. Alternatives 1 and 2 did not meet the purpose and need screening criteria and were eliminated from further consideration. Alternative 3: The Proposed Action met the screening criteria and was carried forward as the selected action. The No Action Alternative was carried forward to provide a comparative baseline against which to analyze the effects of the Proposed Action (40 CFR Part 1502.14). The actions proposed in all three action alternatives that impacted the GW Parkway were the same, please see the description below. Based on the analysis presented in the EA, the NPS supports the FAA's selected action, and approves Alternative 3 for implementation. The NPS will work closely with the FAA in acquiring the required special use permits for access and construction on NPS parkland.

THE PROPOSED ACTION

NPS ACTION - Because a portion of the project will occur within the administrative boundaries of the GW Parkway, NPS's federal action will be to provide FAA all the required permits to allow access and construction on NPS property.

George Washington Memorial Parkway and Mount Vernon Trail - The Proposed Action will include widening and a 350-foot extension of the north onramp onto northbound GW Parkway to provide an additional lane for merging onto the GW Parkway and alleviate congestion experienced in this area. Additionally, the Proposed Action will include widening of the south onramp onto northbound GW Parkway near the Airport Access Road (SR 233) bridge to provide additional merging distance of approximately 120 feet. This may require a minor shift of the Mount Vernon Trail and the potential installation of a barrier between the widened GW Parkway and realigned Mount Vernon Trail, if necessary for safety. (Design has not started yet for the ramps. The executed MOA includes design review. Stipulation III, Paragraph B indicates that "The FAA and the Airports Authority shall coordinate design review with the NPS and SHPO for resources managed by the GWMP. NPS agrees to provide comments to the FAA and the Airports Authority on design materials related to NPS resources within thirty calendar days of receipt, unless otherwise specified." The construction schedule for these components is anticipated to be approximately 8 months for each GW Parkway onramp. Construction of these components will result in temporary impacts to the GW Parkway and the Mount Vernon Trail. These impacts may include temporary physical uses of these resources, such as lane closures; permanent physical uses of these resources, such as lane shifts and Mount Vernon Trail alignment modifications; or constructive uses including construction noise. However, the functions of the GW Parkway and Mount Vernon Trail will remain open during the construction period.

Construction of the proposed expansion of the GW Parkway on-ramps will result in permanent impacts to NPS parkland associated with the GW Parkway. The north GW Parkway onramp will result in the conversion of parkland in GW Parkway to a transportation use of approximately 550 feet long by 15 to 20 feet wide. This onramp will total approximately 7,200 square feet of impact and the conversion of parkland to paved onramp. The south GW Parkway onramp will result in the conversion of parkland in GW Parkway to transportation use of approximately 330 feet long by up to 12 feet wide. This onramp will total approximately 2,650 square feet of impact and the conversion of parkland to transportation. The two onramps will total approximately 9,850 square feet of impact to parkland within the GW Parkway.

Actions Not Impacting NPS Properties - The project also includes roadway and facility improvements as well as enabling projects on the landside portion of the Airport, which do not impact resources associated with the GW Parkway. The improvements include:

- A seven level (one sub-grade level) multi-use facility with:
 - a 353,000 square foot footprint and 2.2 million square foot total floor space, consolidated rental car center (ConRAC) facility, including quick turnaround (QTA) and QTA support areas;
 - public parking with approximately 2,200 parking spaces;
 - Airports Authority office space;
 - a six-level connector garage and ground transportation center with a 46,000 square foot footprint providing approximately 280,000 square feet and approximately 650 public and employee parking spaces between Garage A and Garage B/C, allowing vehicles to move seamlessly between garages;
 - a Transportation Network Company (TNC) staging area providing temporary employee parking within a modular parking deck in Parking Lot B; and
 - pedestrian wayfinding.
- Roadway improvements to occur throughout the project area.
- Enabling Projects as needed to develop the Proposed Action. Enabling projects will include interim roadway improvements, modular parking decks, demolition and relocation of the Engineering and Maintenance Buildings and Shops, relocation of Public Safety offices, and a temporary surface parking lot.

RATIONALE FOR DECISION

The NPS concurs with the Airports Authority and FAA in their selection of the Proposed Action alternative for implementation because it was the only alternative that will meet all elements of the Purpose and Need while fulfilling the NPS statutory mission and responsibilities, considering economic, environmental, technical, and other factors. The Proposed Action will reduce traffic congestion and will enhance safety on the terminal roadway because it will increase weaving distances. The Proposed Action will provide adequate on-Airport space for parking and rental car tenants, and it will enhance the overall customer experience at the Airport.

MITIGATION MEASURES

The NPS places a strong emphasis on avoiding, minimizing, and mitigating potentially adverse impacts to affected resources, whether under the jurisdiction of the NPS or as a result of an NPS decision. To help ensure the protection of cultural and natural resources and the quality of the visitor experience, the NPS will require mitigation measures to avoid and/or minimize impacts. Mitigation measures of the Proposed Action are provided in **Appendix G**. These mitigation measures will allow the NPS to meet its conservation mandates as required by the NPS Organic Act (54 USC 100101 et seq.) and minimize impacts to parkway visitors.

WHY THE SELECTED ALTERNATIVE WILL NOT HAVE A SIGNIFICANT IMPACT

After considering the environmental consequences described in the EA, the NPS has determined that the selected alternative and its associated actions will not have a significant effect on the quality of the human environment considering the potentially affected environment and degree of effects of the action (40 CFR 1501.3(b)(7)). Thus, an Environmental Impact Statement will not be prepared. This finding is based on analysis of the short and long-term effects; beneficial and adverse effects; effects to public health or safety; and effects that will violate Federal, State, or local laws or requirements for the protection of the environment.

Vegetation – Construction of the Proposed Action will include the removal and replacement of existing structures on areas of the Airport that have been previously disturbed or developed. Construction of the Proposed Action may result in ornamental vegetation clearing along portions of the realigned West Entrance Road, within the Airport boundary. As indicated in Section 4.2.3.2 Proposed Action (Page 4-11 of EA), where feasible, new appropriate landscaping vegetation will be planted in accordance with the Airports Authority landscaping guidance provided in the Airport’s Design Manual. Up to seven trees may require removal on NPS property along GW Parkway frontage for the north northbound GW Parkway onramp modification components of the Proposed Action. Any vegetation disturbed as a result of construction activity on NPS property for the GW Parkway will be replaced in accordance with NPS guidance and in consultation with the NPS (page 4-13 of the EA). Construction impacts associated with the use of mechanized equipment will be limited to the project area. Undeveloped areas will not be impacted by construction activities. Up to seven (7) trees are potentially impacted. The required tree replacement per the National Capital Planning Commission Comprehensive Plan methodology is nine (9) trees. MWAA is proposing to provide twelve (12) trees.

Vegetation removal on NPS property along GW Parkway frontage may occur for the north northbound GW Parkway on-ramp modification components. The Selected Action has the potential to result in the removal of between zero and seven trees on NPS property.

Wildlife and Wildlife Habitat – No effects to threatened or endangered species or their habitats will occur from construction of the Proposed Action. As indicated in Section 3.4.2.1 Federally Protected Species, Critical Habitat, and Essential Fish Habitat (Page 3-9) and Section 3.4.2.3 State Protected Species (Page 3-10) of the (EA), one federally listed species, the Northern Long-eared Bat (*Myotis septentrionalis*), one proposed federally endangered species, the Tricolored bat (*Perimyotis subflavus*), and 11 state-protected species have the potential to occur within the project area; however, none of these species have been observed at the Airport and there is no critical habitat for protected species within the project area. The Proposed Action will occur in developed urban areas and the only vegetation clearing will occur in ornamental landscaped areas adjacent to developed sites. Accordingly, there will be no significant impact to the northern long-eared bat or tricolored bat. The Monarch Butterfly (*Danaus plexippus*) is a candidate species, with potential to occur within the project area; however, the presence of Monarch Butterfly in the project area is not anticipated due to regular maintenance and mowing activities (page 3-10 of the EA). Additionally, no host plants occur within the project area. As such, the Proposed Action will have no significant impact to this species.

The nature of operational impacts from activities at the Airport will not change from existing conditions and will be similar to the No Action Alternative. All operational impacts will be located on-Airport, including the proposed development. Operations under the Proposed Action will not affect the use of habitat outside of the project area (including Four Mile Run and the Potomac River) by species known to exist or visit the area. Because of the location and extent of the proposed improvements, the existing operational use of Airport property, and the transient nature of any species that will possibly use the habitats near the project area, it is anticipated that no biological resources, including fish, wildlife, and plants, will be affected by the Proposed Action. Impacts to fish, wildlife, or plants and their associated habitats will not occur as a result of the Proposed Action in comparison to the No Action Alternative. As such, significant impacts are not anticipated.

Visitor Use and Experience – The Proposed Action will occur adjacent to and along portions of the GW Parkway. The GW Parkway was built to preserve the natural setting along the Potomac River while commemorating George Washington. The views visitors have of the project area from the GW Parkway, and areas to the west, are limited due to existing vegetation, elevation differences, and surrounding low and medium-rise buildings. Further, views from the GW Parkway toward the Airport have been altered from its original intended design and provides the visitor a view of a built environment. Replacement vegetation on NPS property for GW Parkway frontage will be required as a result of construction of the GW Parkway onramp Proposed Action components. Vegetation will be replaced in accordance with NPS

guidance and in consultation with the NPS. Construction of the Proposed Action will not contrast or affect the nature of the visual character of the project area, nor will it block or obstruct the views of any visual resource. Enabling projects will be in keeping with the same style and nature of the existing buildings in the vicinity. Neutral façade color treatment and vegetative screening will be incorporated into project components, as appropriate.

Historic Districts and Cultural Landscapes – As indicated in Section 3.9.2 Affected Environment of the EA (Page 3-35 of EA) and depicted on Exhibit 3-8 of the EA (Page 3-36 of EA), there are five (5) National Register of Historic Places (NRHP) listed or eligible resources within the Proposed Action’s Area of Potential Affects (APE) including the Washington National Airport Terminal and South Hangar Line (page 3-37 of the EA), Jet Engine Test Cell (page 3-37 of the EA), Abingdon Research Station/DOT Laboratory Buildings (page 3-38 of the EA), GW Parkway (page 3-38 of the EA), and Abingdon Plantation (page 3-43 of the EA). Development of the Proposed Action will not physically impact or significantly alter the setting of these resources, with the exception of the Abingdon Research Station/DOT Laboratory Buildings. Therefore, aside from the Abingdon Research Station/DOT Laboratory Buildings, no Adverse Effect to these resources will occur.

The Abingdon Research Station/Department of Transportation Laboratory Buildings are proposed to be demolished and components of the Proposed Action will be constructed within the area currently occupied by this resource. Demolition of the Abingdon Research Station/Department of Transportation Laboratory Buildings will result in a complete loss of the historic property and its character-defining features as well as all aspects of integrity. Therefore, the project will have an Adverse Effect on the Abingdon Research Station/Department of Transportation Laboratory Buildings. A project-specific MOA has been developed in consultation with the SHPO, FHWA, NPS, and other consulting parties to identify means to mitigate the Section 106 finding of adverse effect. With mitigation measures included in the MOA and incorporation of the proposed mitigation, the impacts to historic, architectural, archeological, and cultural resources will be less than significant.

Construction of the Proposed Action will require minor modifications to the GW Parkway to facilitate traffic flow to and from the Airport and provide safety to users of the Mount Vernon Trail. Modifications will require a minor shift and adjustments to the Mount Vernon Trail, including a potential safety barrier and enhanced pedestrian safety measures. The modifications proposed are in keeping with similar and recent alterations made by the NPS to the Mount Vernon Trail. Additional project work may require removal of vegetation; however, vegetation in the vicinity of the Airport follows no specific designed planting plan and has evolved into an Airport buffer or screen along this section of the GW Parkway. Vegetation removed will be replaced in-kind and in coordination with the NPS. Temporary lane closures will be required during construction but will not result in permanent lane closures. Modifications to the Mount Vernon Trail, a contributing resource to the GW Parkway, are minor improvements that occur in an area where the trail is not in its original alignment as conceived in the 1930s plans for the parkway and where the trail has undergone numerous alterations, most recently in 2016. Because the integrity of setting along this stretch of the GW Parkway has been compromised by modern intrusions since the time of the parkway’s construction, and significant views of Washington, D.C. do not exist, the project’s effects on the GW Parkway will not be adverse.

CONCLUSION

As described above, the selected alternative does not constitute an action meeting the criteria that normally requires preparation of an environmental impact statement (EIS). The selected alternative will not have a significant effect on the human environment in accordance with Section 102(2)(c) of NEPA.

Based on the foregoing, it has been determined that an EIS is not required for this project and, thus, will not be prepared.

Recommended: **CHRISTINE SMITH** Digitally signed by CHRISTINE SMITH
Date: 2024.09.17 17:12:43 -04'00' **September 17, 2024**

Christine Smith
Acting Superintendent
George Washington Memorial Parkway
National Capital Region

Date

Approved: **LISA MENDELSON-IELMINI** Digitally signed by LISA MENDELSON-IELMINI
Date: 2024.09.20 14:12:28 -04'00'

Lisa A. Mendelson
Acting Regional Director
National Capital Region

Date

- Appendix A** FAA FONSI
- Appendix B** Non-Impairment Determination
- Appendix C** Endangered Species Act Section 7 Consultation
- Appendix D** Department of Transportation Section 4(f) Concurrence
- Appendix E** National Historic Preservation Act Section 106 Memorandum of Agreement
- Appendix F**

APPENDIX A: FAA FONSI



U.S. Department
of Transportation
**Federal Aviation
Administration**

Eastern Region Airports Division

1 Aviation Plaza
Jamaica, NY 11434-4809
(718) 553-3330 (office)

January 18, 2024

Mr. Gregg Wollard
Manager, Planning Department
1 Aviation Circle
Washington, DC 20001-6000

Re: Ronald Reagan Washington National Airport (DCA)
Roadway Network Improvements and Associated Development
Environmental Determination

Dear Mr. Wollard:

The Federal Aviation Administration (FAA) recently approved the Environmental Assessment (EA) and Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the Roadway Network Improvements and Associated Development at Ronald Reagan Washington National Airport (DCA). Signed copies of the FONSI/ROD and EA signature page are enclosed.

This Federal environmental approval is a determination by the Approving Official that the requirements imposed by applicable environmental statutes and regulations have been satisfied by a FONSI/ROD. However, it is not an approval of any other Federal action relative to the project proposal.

In compliance with Council on Environmental Quality (CEQ) regulations 1501.4(e)(1) and 1506.6, we require that your office make the final EA with signature page and FONSI/ROD available to the affected public and announce such availability through appropriate media in the area. The announcement shall indicate the availability of the document for examination and note the appropriate location of general public access where the document may be found (i.e., your office, local libraries, public buildings, etc.). Please send a copy of that announcement when it is issued.

Finally, please direct your attention to the mitigation measures that were a condition of FONSI/ROD approval. You must implement these measures to meet the terms of the FONSI/ROD.

The process of making these environmental determinations is a partnership between yourself, as airport sponsor, and the other contributing parties, both public and private. We thank you for your effort and cooperation.

Please contact our office if you have any questions.

Sincerely,

DAVID A FISH Digitally signed by DAVID A
FISH
Date: 2024.01.18 16:19:05
-05'00'

David A. Fish
Director, Eastern Region Airports Division

Enclosures

APPENDIX B: NON-IMPAIRMENT DETERMINATION

By enacting the National Park Service (NPS) Organic Act of 1916 (Organic Act), Congress directed the U.S. Department of Interior and the NPS to manage units “to conserve the scenery and the natural and historic objects and wildlife therein and to provide for the enjoyment of the same in such a manner and by such a means as will leave them unimpaired for the enjoyment of future generations” (54 USC 100101). Congress reiterated this mandate in the Redwood National Park Expansion Act of 1978 by stating that NPS must conduct its actions in a manner that will ensure no “derogation of the values and purposes for which these various areas have been established, except as may have been or shall be directly and specifically provided by Congress” (54 USC 100101).

The NPS has discretion to allow impacts on Park resources and values when necessary and appropriate to fulfill the purposes of a Park (NPS 2006, Section 1.4.3). However, the NPS cannot allow an adverse impact that will constitute an impairment of the affected resources and value (NPS 2006, Section 1.4.3). An action constitutes an impairment when its impacts “harm the integrity of Park resources or values, including the opportunities that otherwise will be present for the enjoyment of those resources or values” (NPS 2006, Section 1.4.5). To determine impairment, the NPS must evaluate “the particular resources and values that will be affected; the severity, duration, and timing of the impact; the direct and indirect effects of the impact; and the cumulative effects of the impact in question and other impacts” (NPS 2006, Section 1.4.5). This ensures that park resources and values will continue to exist in a condition that will allow the American people to have present and future opportunities for enjoyment of them.

This determination on impairment has been prepared for the selected alternative described in this Finding of No Significant Impact. An impairment determination is made for the resource topics of vegetation and wildlife, and historic districts and cultural landscapes. An impairment determination is not made for visitor use and experience because impairment findings relate back to park resources and values, and these impact areas are not generally considered to be park resources or values according to the Organic Act and cannot be impaired in the same way that an action can impair park resources and values.

VEGETATION AND WILDLIFE

Construction of the Proposed Action will include the removal and replacement of existing structures on areas of the Airport that have been previously disturbed or developed. Vegetation removal on NPS property along George Washington Memorial Parkway (GW Parkway) frontage may occur for the north northbound GW Parkway onramp modification components of the Proposed Action. Any vegetation disturbed as a result of construction activity on NPS property for the GW Parkway will be replaced in accordance with NPS guidance and in consultation with NPS. Vegetation surveys using geolocated maps were conducted for these areas in May 2023 by the Airports Authority’s International Society of Arboriculture (ISA)-certified arborist to document potentially impacted vegetation. An additional buffer of 15 feet was included in the survey areas to account for any potential shift in alignment of the proposed onramp modifications during design of the Proposed Action components. Based on these surveys, the Proposed Action has the potential to result in the removal of between zero and seven trees on NPS property. Vegetation replacement analysis was conducted using approved National Capital Planning Commission guidance provided by the NPS. Based on this guidance, surveyed vegetation with the potential to be impacted by the Selected Action will be replaced with up to 12 trees. These will be planted in-kind along GW Parkway frontage in the vicinity of the impacted vegetation.

Construction impacts associated with the use of mechanized equipment will be limited to the Proposed Project Area. Undeveloped areas will not be impacted by construction of the Proposed Action. No effects to threatened or endangered species or their habitats are anticipated from construction of the Proposed Action. Implementation of the Proposed Action will not affect the overall values and purposes for which the GW Parkway was established. Therefore, construction of the Proposed Action will not result in impairment to vegetation or wildlife.

HISTORIC DISTRICTS AND CULTURAL LANDSCAPES

Views of the project area from the GW Parkway, and areas to the west, are limited due to existing vegetation, elevation differences, and surrounding low and medium-rise buildings. Further, views from the GW Parkway toward the Airport were not identified as significant.

Construction of the Proposed Action will require minor modifications to the GW Parkway to facilitate traffic flow to and from the Airport and provide safety to users of the Mount Vernon Trail including a 350-foot extension of the northbound onramp at the north end of the Airport and a widened northbound onramp at the south end of the airport from Airport Access Road allowing a merging distance of approximately 120 feet. Modifications will require a minor shift and adjustments to the Mount Vernon Trail. A safety barrier may be installed between the realigned trail and GW Parkway, as needed, and an enhanced pedestrian crossing between the trail and the proposed GW Parkway south onramp improvements will be employed to improve pedestrian safety. The modifications proposed are in keeping with similar and recent alterations made by the NPS to the Mount Vernon Trail. Additional project work may require removal of vegetation; however, vegetation in the vicinity of the Airport follows no specific designed planting plan and has evolved into an Airport buffer or screen along this section of the GW Parkway. Replacement vegetation on NPS property for GW Parkway frontage may be required as a result of construction of the north northbound GW Parkway onramp Proposed Action components. Vegetation will be replaced in accordance with NPS methodology, and any vegetation disturbed as a result of construction activity on NPS property for the GW Parkway will be replaced in consultation with the NPS.

Modifications to the Mount Vernon Trail, a contributing resource to the GW Parkway, are minor improvements that occur in an area where the trail is not in its original alignment as conceived in the 1930s plans for the parkway and where the trail has undergone numerous alterations, most recently in 2016. Because the integrity of setting along this stretch of the GW Parkway has been compromised by modern intrusions since the time of the parkway's construction, and significant views of Washington, D.C. do not exist, the project's effects on the GW Parkway will not be adverse. Overall, the selected alternative will not diminish the integrity of the Park's historic districts and cultural landscapes, therefore, there will be no impairment.

CONCLUSION

The NPS has determined that the implementation of the NPS selected alternative will not constitute an impairment of the resources or values of the George Washington Memorial Parkway. As described above, implementing the selected alternative is not anticipated to impair resources or values that are essential to the purposes identified in the establishing legislation of the park, key to the natural or cultural integrity of the park, or identified as significant in the park's relevant planning documents. This conclusion is based on consideration of the park's purpose and significance, a thorough analysis of the environmental impacts described in the EA, the comments provided by the public and others, and the professional judgment of the decision-maker guided by the direction of the NPS Management Policies 2006.

APPENDIX C: ENDANGERED SPECIES ACT SECTION 7 COORDINATION



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Virginia Ecological Services Field Office
6669 Short Lane
Gloucester, VA 23061-4410
Phone: (804) 693-6694 Fax: (804) 693-9032

In Reply Refer To:

July 10, 2023

Project Code: 2023-0017170

Project Name: DCA Roadway Network Improvements and Associated Development

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Project Code in the header of this

letter with any request for consultation or correspondence about your project that you submit to our office.

Note: IPaC has provided all available attachments because this project is in multiple field office jurisdictions.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Virginia Ecological Services Field Office

6669 Short Lane
Gloucester, VA 23061-4410
(804) 693-6694

This project's location is within the jurisdiction of multiple offices. However, only one species list document will be provided for all offices. The species and critical habitats in this document reflect the aggregation of those that fall in each of the affiliated office's jurisdiction. Other offices affiliated with the project:

Chesapeake Bay Ecological Services Field Office

177 Admiral Cochrane Drive
Annapolis, MD 21401-7307
(410) 573-4599

PROJECT SUMMARY

Project Code: 2023-0017170

Project Name: DCA Roadway Network Improvements and Associated Development

Project Type: Airport - New Construction

Project Description: The Proposed Action comprises the construction of long term roadway network improvement; a multi-use garage housing a new ConRAC, public parking, and on Airport Airports Authority offices; a connector garage and ground transportation center between Garages A and B/C, which provides employee and additional public parking; pedestrian wayfinding and safety enhancements; and enabling projects. The enabling projects include temporary parking decks, interim roadway improvements, relocation of maintenance buildings and shops, relocation of public safety offices, and a temporary surface parking lot.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.8520037,-77.04415672661523,14z>



Counties: District of Columbia and Virginia

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\) list](#) or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Oystercatcher <i>Haematopus palliatus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8935	Breeds Apr 15 to Aug 31
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Oct 15 to Aug 31

NAME	BREEDING SEASON
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Blue-winged Warbler <i>Vermivora pinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds May 1 to Jun 30
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Canada Warbler <i>Cardellina canadensis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Aug 10
Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 29 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere
Hudsonian Godwit <i>Limosa haemastica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
King Rail <i>Rallus elegans</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8936	Breeds May 1 to Sep 5

NAME	BREEDING SEASON
<p>Lesser Yellowlegs <i>Tringa flavipes</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9679</p>	Breeds elsewhere
<p>Prairie Warbler <i>Dendroica discolor</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 1 to Jul 31
<p>Prothonotary Warbler <i>Protonotaria citrea</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 1 to Jul 31
<p>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Sep 10
<p>Ruddy Turnstone <i>Arenaria interpres morinella</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds elsewhere
<p>Rusty Blackbird <i>Euphagus carolinus</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds elsewhere
<p>Short-billed Dowitcher <i>Limnodromus griseus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9480</p>	Breeds elsewhere
<p>Willet <i>Tringa semipalmata</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 20 to Aug 5
<p>Wood Thrush <i>Hylocichla mustelina</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week

months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

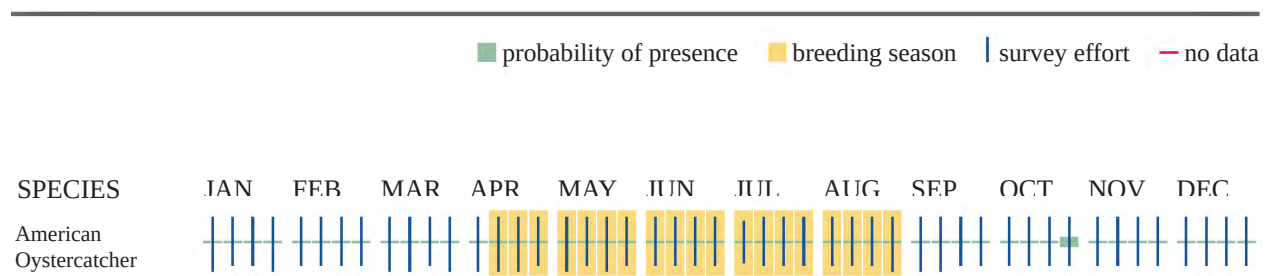
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (-)

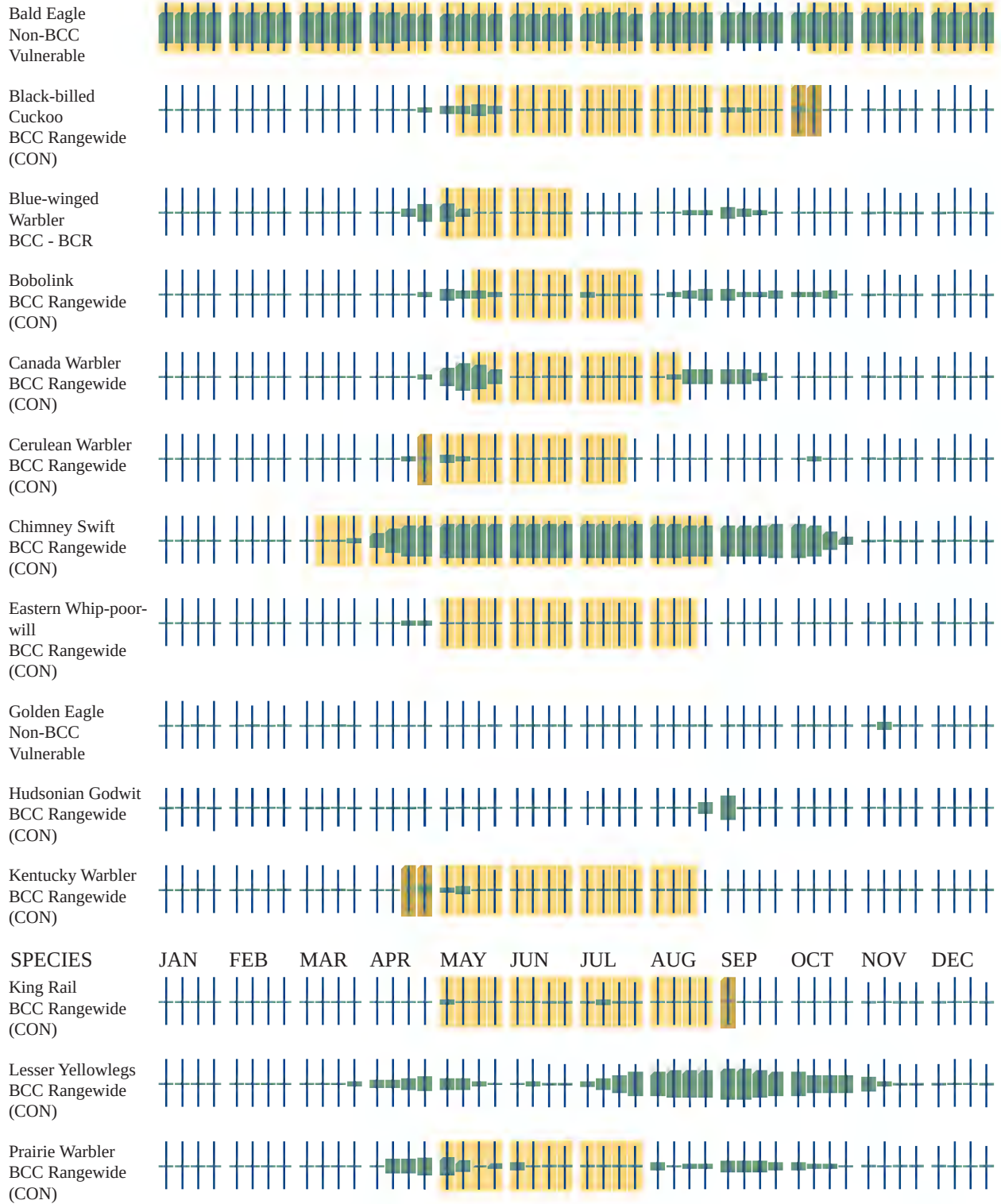
A week is marked as having no data if there were no survey events for that week.

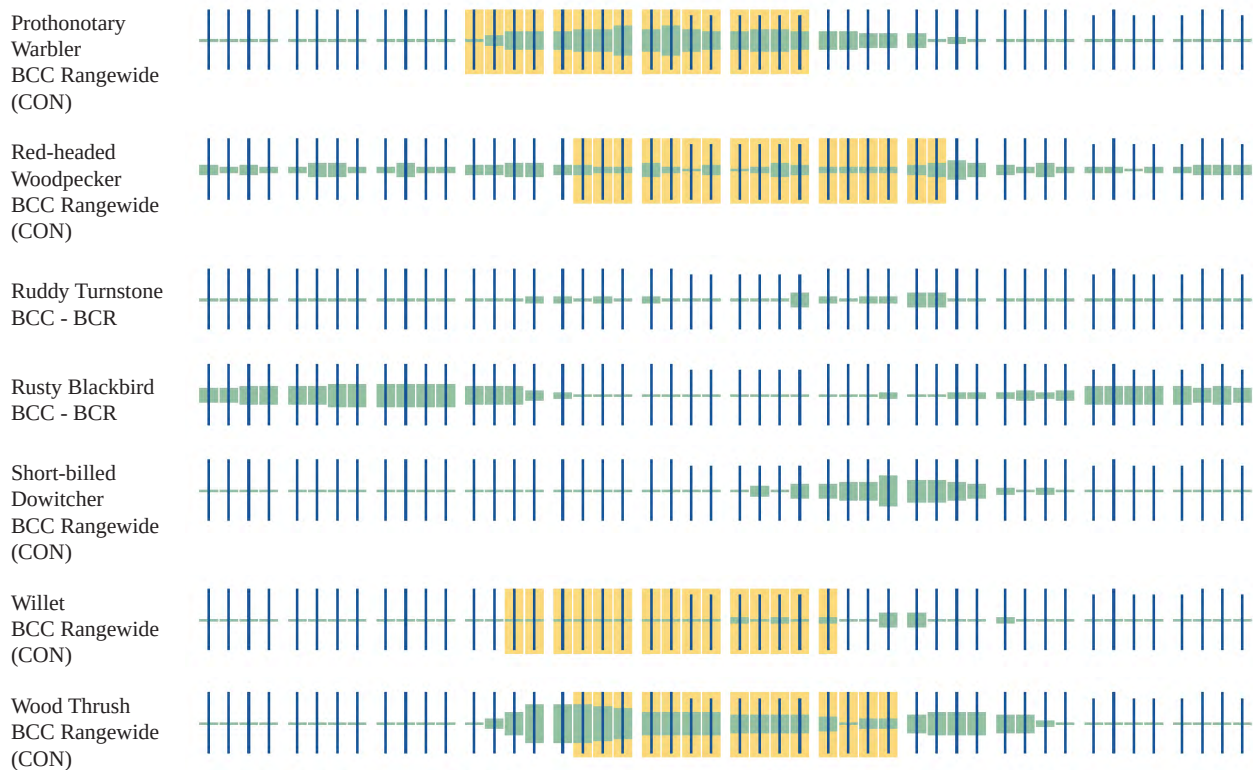
Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



BCC Rangewide (CON)





Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

MIGRATORY BIRDS FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles)

potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER EMERGENT WETLAND

- [PEM1R](#)
- [PEM1C](#)
- [PEM1A](#)
- [PEM1Eh](#)
- [PEM1/FO1Eh](#)

FRESHWATER FORESTED/SHRUB WETLAND

- [PFO1R](#)
- [PFO1Eh](#)
- [PFO1S](#)

FRESHWATER POND

- [PUBHx](#)
- [PUSR](#)
- [PUBHh](#)

LAKE

- [L1UBV](#)

RIVERINE

- [R1USQ](#)
- [R1UBV](#)
- [R5UBH](#)



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Assistant Regional Director-Ecological Services
5600 American Blvd. West
Bloomington, MN 55437-1458
Phone: (612) 713-5350 Fax: (612) 713-5292

In Reply Refer To:

July 10, 2023

Project code: 2023-0017170

Project Name: DCA Roadway Network Improvements and Associated Development

Federal Nexus: yes

Federal Action Agency (if applicable): Federal Aviation Administration

Subject: Record of project representative's no effect determination for 'DCA Roadway Network Improvements and Associated Development'

Dear Julie Car:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on July 10, 2023, for 'DCA Roadway Network Improvements and Associated Development' (here forward, Project). This project has been assigned Project Code 2023-0017170 and all future correspondence should clearly reference this number. **Please carefully review this letter.**

Ensuring Accurate Determinations When Using IPaC

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in IPaC or the Northern Long-eared Bat Rangewide Determination Key (Dkey), invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.***

Determination for the Northern Long-Eared Bat

Based upon your IPaC submission and a standing analysis, your project has reached the determination of "No Effect" on the northern long-eared bat. To make a no effect determination, the full scope of the proposed project implementation (action) should not have any effects (either positive or negative), to a federally listed species or designated critical habitat. Effects of the action are all consequences to listed species or critical habitat that are caused by the proposed

action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (See § 402.17).

Under Section 7 of the ESA, if a federal action agency makes a no effect determination, no consultation with the Service is required (ESA §7). If a proposed Federal action may affect a listed species or designated critical habitat, formal consultation is required except when the Service concurs, in writing, that a proposed action "is not likely to adversely affect" listed species or designated critical habitat [50 CFR §402.02, 50 CFR§402.13].

Other Species and Critical Habitat that May be Present in the Action Area

The IPaC-assisted determination for the northern long-eared bat does not apply to the following ESA-protected species and/or critical habitat that also may occur in your Action area:

- Monarch Butterfly *Danaus plexippus* Candidate
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered

You may coordinate with our Office to determine whether the Action may affect the animal species listed above and, if so, how they may be affected.

Next Steps

Based upon your IPaC submission, your project has reached the determination of “No Effect” on the northern long-eared bat. If there are no updates on listed species, no further consultation/coordination for this project is required with respect to the northern long-eared bat. However, the Service recommends that project proponents re-evaluate the Project in IPaC if: 1) the scope, timing, duration, or location of the Project changes (includes any project changes or amendments); 2) new information reveals the Project may impact (positively or negatively) federally listed species or designated critical habitat; or 3) a new species is listed, or critical habitat designated. If any of the above conditions occurs, additional coordination with the Service should take place to ensure compliance with the Act.

If you have any questions regarding this letter or need further assistance, please contact the Assistant Regional Director-Ecological Services and reference Project Code 2023-0017170 associated with this Project.

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

DCA Roadway Network Improvements and Associated Development

2. Description

The following description was provided for the project 'DCA Roadway Network Improvements and Associated Development':

The Proposed Action comprises the construction of long term roadway network improvement; a multi-use garage housing a new ConRAC, public parking, and on Airport Airports Authority offices; a connector garage and ground transportation center between Garages A and B/C, which provides employee and additional public parking; pedestrian wayfinding and safety enhancements; and enabling projects. The enabling projects include temporary parking decks, interim roadway improvements, relocation of maintenance buildings and shops, relocation of public safety offices, and a temporary surface parking lot.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.8520037,-77.04415672661523,14z>



DETERMINATION KEY RESULT

Based on the information you provided, you have determined that the Proposed Action will have no effect on the Endangered northern long-eared bat (*Myotis septentrionalis*). Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for those species.

QUALIFICATION INTERVIEW

1. Does the proposed project include, or is it reasonably certain to cause, intentional take of the northern long-eared bat or any other listed species?

Note: Intentional take is defined as take that is the intended result of a project. Intentional take could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered or proposed species?

No

2. Do you have post-white nose syndrome occurrence data that indicates that northern long-eared bats (NLEB) are likely to be present in the action area?

Bat occurrence data may include identification of NLEBs in hibernacula, capture of NLEBs, tracking of NLEBs to roost trees, or confirmed acoustic detections. With this question, we are looking for data that, for some reason, may have not yet been made available to U.S. Fish and Wildlife Service.

No

3. Does any component of the action involve construction or operation of wind turbines?

Note: For federal actions, answer 'yes' if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

No

4. Is the proposed action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

Yes

5. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) funding or authorizing the proposed action, in whole or in part?

No

6. Are you an employee of the federal action agency or have you been officially designated in writing by the agency as its designated non-federal representative for the purposes of Endangered Species Act Section 7 informal consultation per 50 CFR § 402.08?

Note: This key may be used for federal actions and for non-federal actions to facilitate section 7 consultation and to help determine whether an incidental take permit may be needed, respectively. This question is for information purposes only.

No

7. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)? Is the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC) funding or authorizing the proposed action, in whole or in part?

No

8. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

No

9. Have you determined that your proposed action will have no effect on the northern long-eared bat? Remember to consider the [effects of any activities](#) that would not occur but for the proposed action.

If you think that the northern long-eared bat may be affected by your project or if you would like assistance in deciding, answer “No” below and continue through the key. If you have determined that the northern long-eared bat does not occur in your project’s action area and/or that your project will have no effects whatsoever on the species despite the potential for it to occur in the action area, you may make a “no effect” determination for the northern long-eared bat.

Note: Federal agencies (or their designated non-federal representatives) must consult with USFWS on federal agency actions that may affect listed species [50 CFR 402.14(a)]. Consultation is not required for actions that will not affect listed species or critical habitat. Therefore, this determination key will not provide a consistency or verification letter for actions that will not affect listed species. If you believe that the northern long-eared bat may be affected by your project or if you would like assistance in deciding, please answer “No” and continue through the key. Remember that this key addresses only effects to the northern long-eared bat. Consultation with USFWS would be required if your action may affect another listed species or critical habitat. The definition of [Effects of the Action](#) can be found here: <https://www.fws.gov/media/northern-long-eared-bat-assisted-determination-key-selected-definitions>

Yes

PROJECT QUESTIONNAIRE

Will all project activities be completed by April 1, 2024?

No



Virginia Department of Game and Inland Fisheries

Search Va DGIF

[Home](#) » [By Coordinates](#) » VaFWIS GeographicSelect Options

[Fish and Wildlife Information Service](#)

Visitor Options

Species Information

[By Name](#)

[By Land Management](#)

[References](#)

Geographic Search

[By Map](#)

[By Coordinates](#)

[By Place Name](#)

[Help](#)

[Show This Page as Printer Friendly](#)

VaFWIS Search Report Compiled on 1/24/2023, 10:48:24 AM

Observations reported or potential habitat occurs within a **3 mile radius** around point **38,51,08.4 -77,02,13.9** in **013 Arlington County, 510 Alexandria City, VA**

[View Map of Site Location](#)

[Help](#)

580 Known or Likely Species ordered by Status Concern for Conservation (displaying first 25) (25 species with Status* or Tier I** or Tier II**)

BOVA Code	Status*	Tier**	Common Name	Scientific Name
010032	FESE	Ib	Sturgeon, Atlantic	Acipenser oxyrinchus
050022	FTST	Ia	Bat, northern long-eared	Myotis septentrionalis
050020	SE	Ia	Bat, little brown	Myotis lucifugus
050027	FPSE	Ia	Bat, tri-colored	Perimyotis subflavus
060006	SE	Ib	Floater, brook	Alasmidonta varicosa
030062	ST	Ia	Turtle, wood	Glyptemys insculpta
040293	ST	Ia	Shrike, loggerhead	Lanius ludovicianus
100155	ST	Ia	Skipper, Appalachian grizzled	Pyrgus wyandot
040292	ST		Shrike, migrant loggerhead	Lanius ludovicianus migrans
100079	FC	IIIa	Butterfly, monarch	Danaus plexippus
030063	CC	IIIa	Turtle, spotted	Clemmys guttata
030012	CC	IVa	Rattlesnake, timber	Crotalus horridus
040040		Ia	Ibis, glossy	Plegadis falcinellus
100248		Ia	Fritillary, regal	Speyeria idalia idalia
040213		Ic	Owl, northern saw-whet	Aegolius acadicus
040052		IIa	Duck, American black	Anas rubripes
040036		IIa	Night-heron, yellow-crowned	Nyctanassa violacea violacea
040181		IIa	Tern, common	Sterna hirundo
040320		IIa	Warbler, cerulean	Setophaga cerulea
040140		IIa	Woodcock, American	Scolopax minor
040203		IIb	Cuckoo, black-billed	Coccyzus erythrophthalmus
040105		IIb	Rail, king	Rallus elegans
040304		IIc	Warbler, Swainson's	Limnithlypis swainsonii
070020		IIc	Amphipod, Pizzini's	Stygobromus pizzinii
100154		IIc	Butterfly, Persius duskywing	Erynnis persius persius

To view **All 580 species** [View 580](#)

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened; FP=Federal Proposed; FC=Federal Candidate; CC=Collection Concern

**I=VA Wildlife Action Plan - Tier I - Critical Conservation Need; II=VA Wildlife Action Plan - Tier II - Very High Conservation Need; III=VA Wildlife Action Plan - Tier III - High Conservation Need;

IV=VA Wildlife Action Plan - Tier IV - Moderate Conservation Need

Virginia Wildlife Action Plan Conservation Opportunity Ranking:

a - On the ground management strategies/actions exist and can be feasibly implemented.; b - On the ground actions or research needs have been identified but cannot feasibly be implemented at this time.;

c - No on the ground actions or research needs have been identified or all identified conservation opportunities have been exhausted.

Anadromous Fish Use Streams (2 records)

[View Map of All Anadromous Fish Use Streams](#)

Stream ID	Stream Name	Reach Status	Anadromous Fish Species			View Map
			Different Species	Highest TE*	Highest Tier**	
C25	Fourmile run	Confirmed	2			Yes
C64	Potomac river	Confirmed	6		IV	Yes

Impediments to Fish Passage

N/A

Threatened and Endangered Waters

N/A

Managed Trout Streams

N/A

Bald Eagle Concentration Areas and Roosts

N/A

Bald Eagle Nests

N/A

Habitat Predicted for Aquatic WAP Tier I & II Species

N/A

Habitat Predicted for Terrestrial WAP Tier I & II Species (2 Species)

[View Map of Combined Terrestrial Habitat Predicted for 2 WAP Tier I & II Species Listed Below](#)

ordered by Status Concern for Conservation

BOVA Code	Status*	Tier**	Common Name	Scientific Name	View Map
040105		IIb	Rail, king_	Rallus elegans	Yes
040038			Bittern, American	Botaurus lentiginosus	Yes

Virginia Breeding Bird Atlas Blocks (5 records)

[View Map of All Query Results Virginia Breeding Bird Atlas Blocks](#)

BBA ID	Atlas Quadrangle Block Name	Breeding Bird Atlas Species			View Map
		Different Species	Highest TE*	Highest Tier**	
54194	Alexandria, CE	49		II	Yes
54193	Alexandria, CW	27		IV	Yes
54192	Alexandria, NE	32		II	Yes
54191	Alexandria, NW	58		III	Yes
54205	Washington West, SW	65		III	Yes

Public Holdings: (5 names)

Name	Agency	Level
Arlington House National Historical Site	National Park Service	Federal
George Washington Memorial National Parkway	National Park Service	Federal
Arlington National Cemetary	U.S. Dept. of Army	Federal
Fort Myer Military Reservation	U.S. Dept. of Army	Federal
The Pentagon	U.S. Dept. of Army	Federal

Summary of BOVA Species Associated with Cities and Counties of the Commonwealth of Virginia:

FIPS Code	City and County Name	Different Species	Highest TE	Highest Tier

013	Arlington	458	FESE	I
510	Alexandria City	475	FESE	I

USGS 7.5' Quadrangles:

Alexandria
Washington West

USGS NRCS Watersheds in Virginia:

N/A

USGS National 6th Order Watersheds Summary of Wildlife Action Plan Tier I, II, III, and IV Species:

HU6 Code	USGS 6th Order Hydrologic Unit	Different Species	Highest TE	Highest Tier
PL24	Potomac River-Pimmit Run	68	FCSE	I
PL25	Potomac River-Fourmile Run	67	FCST	I
PL26	Cameron Run	69	ST	I

Compiled on 1/24/2023, 10:48:24 AM V1454820.0 report=V searchType=R dist=4827 poi=38.51,08.4 -77.02,13.9

| 1/24/2023, 9:48:25 AM | [DGIF](#) | [Credits](#) | [Disclaimer](#) | Please view our [privacy policy](#) |
 © 1998-2023 Commonwealth of Virginia Department of Game and Inland Fisheries
 Visitor 1454820

If you have difficulty reading or accessing documents, please [Contact Us](#) for assistance.

Known or likely to occur within a **2 mile radius around point 38,51,08.4 -77,02,13.9**
in **013 Arlington County, 510 Alexandria City, VA**

[View Map of Site Location](#)

583 Known or Likely Species ordered by Status Concern for Conservation
(displaying first 25) (25 species with Status* or Tier I** or Tier II**)

BOVA Code	Status*	Tier**	Common Name	Scientific Name	Confirmed	Database(s)
010032	FESE	Ib	Sturgeon, Atlantic	Acipenser oxyrinchus		BOVA
050022	FTST	Ia	Bat, northern long-eared	Myotis septentrionalis		BOVA
050020	SE	Ia	Bat, little brown	Myotis lucifugus		BOVA,HU6
050027	FPSE	Ia	Bat, tri-colored	Perimyotis subflavus		BOVA
060006	SE	Ib	Floater, brook	Alasmidonta varicosa		BOVA
030062	ST	Ia	Turtle, wood	Glyptemys insculpta		BOVA,HU6
040293	ST	Ia	Shrike, loggerhead	Lanius ludovicianus		BOVA
100155	ST	Ia	Skipper, Appalachian grizzled	Pyrgus wyandot		BOVA,HU6
040292	ST		Shrike, migrant loggerhead	Lanius ludovicianus migrans		BOVA
100079	FC	IIIa	Butterfly, monarch	Danaus plexippus		BOVA,HU6
030063	CC	IIIa	Turtle, spotted	Clemmys guttata		BOVA,HU6
030012	CC	IVa	Rattlesnake, timber	Crotalus horridus		BOVA
040040		Ia	Ibis, glossy	Plegadis falcinellus		HU6
100248		Ia	Fritillary, regal	Speyeria idalia idalia		BOVA,HU6
040213		Ic	Owl, northern saw-whet	Aegolius acadicus		HU6
040052		IIa	Duck, American black	Anas rubripes	Potential	BOVA,BBA,HU6
040036		IIa	Night-heron, yellow-crowned	Nyctanassa violacea violacea		BOVA
040181		IIa	Tern, common	Sterna hirundo		BOVA,HU6
040320		IIa	Warbler, cerulean	Setophaga cerulea		BOVA,HU6
040140		IIa	Woodcock, American	Scolopax minor		BOVA,HU6
040203		IIb	Cuckoo, black-billed	Coccyzus erythrophthalmus		BOVA
040105		IIb	Rail, king	Rallus elegans	Potential	BOVA,Habitat,HU6
040304		IIc	Warbler, Swainson's	Limnothlypis swainsonii		HU6
070020		IIc	Amphipod, Pizzini's	Stygobromus pizzinii		HU6

100154		IIc	Butterfly, Persius duskywing.	Erynnis persius persius		BOVA,HU6
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To view **All 583 species** [View 583](#)

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened; FP=Federal Proposed; FC=Federal Candidate; CC=Collection Concern

**I=VA Wildlife Action Plan - Tier I - Critical Conservation Need; II=VA Wildlife Action Plan - Tier II - Very High Conservation Need;

III=VA Wildlife Action Plan - Tier III - High Conservation Need;

IV=VA Wildlife Action Plan - Tier IV - Moderate Conservation Need

Virginia Wildlife Action Plan Conservation Opportunity Ranking:

a - On the ground management strategies/actions exist and can be feasibly implemented.;

b - On the ground actions or research needs have been identified but cannot feasibly be implemented at this time.;

c - No on the ground actions or research needs have been identified or all identified conservation opportunities have been exhausted.

[View Map of All Query Results from All Observation Tables](#)

Bat Colonies or Hibernacula: **Not Known**

Anadromous Fish Use Streams (2 records)

[View Map of All Anadromous Fish Use Streams](#)

Stream ID	Stream Name	Reach Status	Anadromous Fish Species			View Map
			Different Species	Highest TE*	Highest Tier**	
C25	Fourmile run	Confirmed	2			Yes
C64	Potomac river	Confirmed	6		IV	Yes

Impediments to Fish Passage

N/A

Colonial Water Bird Survey

N/A

Threatened and Endangered Waters

N/A

Managed Trout Streams

N/A

Bald Eagle Concentration Areas and Roosts

N/A

Bald Eagle Nests

N/A

Species Observations (48 records - displaying first 20)

[View Map of All Query Results Species Observations](#)

obsID	class	Date Observed	Observer	N Species			View Map
				Different Species	Highest TE*	Highest Tier**	
633206	SppObs	Jun 8 2015	Rick Browder; Gabriel Darkwah	9		III	Yes
623248	SppObs	Oct 7 2014	Richard; Browder Gabriel; Darkwah Meghan; Bandura Ken	9		III	Yes
305871	SppObs	May 19 2004	Mike Mangold (Principle Permittee), U. S. F. W. S	4		III	Yes
307634	SppObs	May 19 2004	Mike Mangold (Principle Permittee), U. S. F. W. S	4		III	Yes
301157	SppObs	May 29 2003	Mike Mangold (Principle Permittee), U. S. F. W. S	13		III	Yes
16433	SppObs	Aug 22 1978	VIMS-B-194	10		III	Yes
336463	SppObs	Jan 1 1978	VIMS-B-VA. INST. MARINE SCI.	11		III	Yes
331054	SppObs	Jan 1 1890	USNM-SMITHSONIAN	33		III	Yes
321552	SppObs	May 25 2007	Greg Zell	6		IV	Yes
301189	SppObs	Oct 14 2003	Mike Mangold (Principle Permittee), U. S. F. W. S	11		IV	Yes
301176	SppObs	Aug 13 2003	Mike Mangold (Principle Permittee), U. S. F. W. S	12		IV	Yes
301169	SppObs	Jul 15 2003	Mike Mangold (Principle Permittee), U. S. F. W. S	13		IV	Yes
301144	SppObs	May 1 2003	Mike Mangold (Principle Permittee), U. S. F. W. S	12		IV	Yes
16434	SppObs	Aug 22 1978	VIMS-B-195	9		IV	Yes
336464	SppObs	Jan 1 1978	VIMS-B-VA. INST. MARINE SCI.	10		IV	Yes
365047	SppObs	Jan 1 1900		1		IV	Yes
331065	SppObs	Jan 1	USNM-SMITHSONIAN	1		IV	Yes

		1898				
620301	SppObs	Nov 6 2013	Joseph; Kolowski Kristorfer; Helgen	1		Yes
602642	SppObs	Aug 18 2008	Jason Hill and Mike Hutch	7		Yes
321392	SppObs	Aug 12 2007	Greg Zell	1		Yes

Displayed 20 Species Observations

Selected 48 Observations [View all 48 Species Observations](#)

Habitat Predicted for Aquatic WAP Tier I & II Species

N/A

Habitat Predicted for Terrestrial WAP Tier I & II Species (2 Species)

[View Map of Combined Terrestrial Habitat Predicted for 2 WAP Tier I & II Species Listed Below](#)

ordered by Status Concern for Conservation

BOVA Code	Status*	Tier**	Common Name	Scientific Name	View Map
040105		Iib	Rail, king	Rallus elegans	Yes
040038			Bittern, American	Botaurus lentiginosus	Yes

Virginia Breeding Bird Atlas Blocks (4 records)

[View Map of All Query Results Virginia Breeding Bird Atlas Blocks](#)

BBA ID	Atlas Quadrangle Block Name	Breeding Bird Atlas Species			View Map
		Different Species	Highest TE*	Highest Tier**	
54194	Alexandria, CE	49		II	Yes
54193	Alexandria, CW	27		IV	Yes
54192	Alexandria, NE	32		II	Yes
54191	Alexandria, NW	58		III	Yes

Public Holdings: (3 names)

Name	Agency	Level
George Washington Memorial National Parkway	National Park Service	Federal
Arlington National Cemetary	U.S. Dept. of Army	Federal
The Pentagon	U.S. Dept. of Army	Federal

Summary of BOVA Species Associated with Cities and Counties of the Commonwealth of Virginia:

FIPS Code	City and County Name	Different Species	Highest TE	Highest Tier
013	Arlington	458	FESE	I
510	Alexandria City	475	FESE	I

USGS 7.5' Quadrangles:

Alexandria

Washington West

USGS NRCS Watersheds in Virginia:

N/A

USGS National 6th Order Watersheds Summary of Wildlife Action Plan Tier I, II, III, and IV Species:

HU6 Code	USGS 6th Order Hydrologic Unit	Different Species	Highest TE	Highest Tier
PL24	Potomac River-Pimmit Run	68	FCSE	I
PL25	Potomac River-Fourmile Run	67	FCST	I
PL26	Cameron Run	69	ST	I

Compiled on 11/18/2022, 12:32:49 PM I1440855.0 report=all searchType= R dist= 3218.688 poi= 38,51,08.4 -77,02,13.9

PixelSize=64; Anadromous=0.022309; BBA=0.037592; BECAR=0.01941; Bats=0.019037; Buffer=0.060749; County=0.05158; HU6=0.047073; Impediments=0.017571; Init=0.090598; PublicLands=0.02197; Quad=0.025473; SppObs=0.230327; TEWaters=0.021349; TierReaches=0.025817; TierTerrestrial=0.029666; Total=0.940722; Tracking_BOVA=0.231198; Trout=0.020408; huva=0.023965

From: [Wasaff, Thomas](#)
To: [Brian Philiben](#)
Subject: DCR-DNH Scoping Comment - DCA Roadways
Date: Tuesday, September 8, 2020 6:51:52 AM
Attachments: [81671, MWAA Roadway Network Development Program EA, Ronald Reagan Washington National Airport.pdf](#)

From: tyler.meader@dcr.virginia.gov [mailto:tyler.meader@dcr.virginia.gov] **On Behalf Of** nhreview, rr
Sent: Tuesday, September 8, 2020 9:45 AM
To: Environmental Comments <EnvironmentalComments@MWAA.com>
Cc: rr Environmental Impact Review <eir@deq.virginia.gov>
Subject: 81671, MWAA Roadway Network Development Program EA, Ronald Reagan Washington National Airport

CAUTION: This email originated from outside of Airports Authority. Do not click links or open attachments unless you recognize the sender and have verified the authenticity of the message.

Mr. Wasaff,

Please find attached the DCR-DNH comments for the above referenced project. The comments are in PDF format and can be printed for your records. Also species rank information is available at <http://www.dcr.virginia.gov/natural-heritage/help.shtml> for your reference.

Thank you for the opportunity to comment on this project.

Tyler Meader
Locality Liaison
VA DCR - Division of Natural Heritage
600 East Main Street, 24th Floor
Richmond, VA 23219
804-225-2429
tyler.meader@dcr.virginia.gov

Matthew J. Strickler
Secretary of Natural Resources

Clyde E. Cristman
Director



COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

Rochelle Altholz
*Deputy Director of
Administration and Finance*

Russell W. Baxter
*Deputy Director of
Dam Safety & Floodplain
Management and Soil & Water
Conservation*

Nathan Burrell
*Deputy Director of
Government and Community Relations*

Thomas L. Smith
*Deputy Director of
Operations*

September 8, 2020

Tom Wasaff
Planning Department
Metropolitan Washington Airports Authority
1 Aviation Circle
Ronald Reagan Washington National Airport,
Washington, DC 20001-6000

Re: Roadway Network Development Program EA, Ronald Reagan Washington National Airport

Dear Mr. Wasaff:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in Biotics, natural heritage resources have not been documented within the submitted project boundary including a 100 foot buffer. The absence of data may indicate that the project area has not been surveyed, rather than confirm that the area lacks natural heritage resources. In addition, the project boundary does not intersect any of the predictive models identifying potential habitat for natural heritage resources.

There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

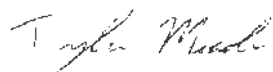
New and updated information is continually added to Biotics. Please re-submit project information and map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.

The Virginia Department of Wildlife Resources (VDWR) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not

documented in this letter. Their database may be accessed from <https://vafwis.dgif.virginia.gov/fwis/> or contact Ernie Aschenbach at 804-367-2733 or Ernie.Aschenbach@dwr.virginia.gov.

Should you have any questions or concerns, please contact me at 804-225-2429. Thank you for the opportunity to comment on this project.

Sincerely,

A handwritten signature in cursive script that reads "Tyler Meader".

Tyler Meader
Natural Heritage Locality Liaison

**APPENDIX D: DEPARTMENT OF TRANSPORTATION SECTION 4(F)
RESOURCES CONCURRENCE**



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

January 3, 2024

4112.1
ER23/0493

Colleen Regotti, Planning Department
Metropolitan Washington Airports Authority
1 Aviation Circle
Ronald Reagan Washington National Airport
Washington, DC 20001-6000

RE: Section 4(f) Impact Determination for Proposed Roadway Network Improvements and Associated Development Project for the Ronald Reagan Washington National Airport - Arlington County, Virginia

Dear Colleen Regotti:

This letter is in response to your notice received on December 6, 2023, requesting the Department of the Interior's (Department) concurrence with the *de minimis* impact determination for the proposed improvements within the Ronald Reagan Washington National Airport (DCA or Airport), which would impact portions of property under the jurisdiction of the George Washington Memorial Parkway (Parkway). The Parkway is an administrative unit of the National Park Service (NPS). The Department has reviewed the Section 4(f) evaluation for the project and submits the following comments in accordance with provisions of the National Transportation Act of 1966, as amended 23 U.S.C. 138 and 49 U.S.C. 303, referred to as Section 4(f), and the applicable regulations at 23 C.F.R. 774, and other regulations and guidance.

The Department understands that the Airports Authority is proposing to improve the on-Airport Roadway Network by constructing a new multi-use facility that would include a Consolidated Rental Car Center, public parking, and corporate Airports Authority office space; providing additional on-Airport public and employee parking; and implementing ground transportation improvements to enhance access to the Airport and provide access to these new facilities.

The Section 4(f) documentation focused its analysis on three 4(f) resources being impacted by the proposal, including:

- **The Abingdon Research Station/ Department of Transportation Laboratory Buildings (National Register of Historic Places (NRHP) Eligible)** – The complex was originally comprised of a 54-acre site constructed between 1936 and 1938 with the Battery House built in 1950. The steel-frame, brick-and-stone-clad Colonial Revival-style buildings were originally constructed for use by the US Bureau of Public Roads and later transferred to the Civil Aeronautics Authority in 1940.
- **The George Washington Memorial Parkway (NRHP Listed)** – The Parkway was developed as a carefully designed scenic roadway and memorial to the first President of the United States, George Washington, and designated a NPS Unit in 1933.
- **The Mount Vernon Trail (MVT)** – This trail is administered by the George Washington Memorial Parkway. The segment of the trail within the study area was constructed in 1972 and extends from Arlington to Alexandria. The 2022 Cultural Landscape Inventory prepared for the Parkway indicated that the Mount Vernon Trail is a contributing resource because it “traces the general route of the bridle trail that paralleled the historic Mount Vernon Memorial Highway and serves as a recreational trail associated with the roadway and provides scenic views of Washington, DC for pedestrians.”

The Section 4(f) documentation considered the No Action alternative, and three action alternatives, including:

- Alternative 1: Multi-Use Facility South;
- Alternative 2: Consolidated Rental Car Facility North; and
- Alternative 3: Multi-Use Facility North (Proposed Action)

The analysis concluded that there is no feasible and prudent avoidance alternative. The No Action alternative avoids the use of Section 106 and Section 4(f) resources; however, it does not meet the project purpose and need and is therefore not prudent. All three action alternatives proposed the same treatments to the Parkway and MVT, which DCA considers *de minimis* uses. Alternative 1 would avoid a Section 4(f) use of the Abingdon Research Station/DOT Laboratory Buildings, however it does not meet the project purpose and need and is therefore not prudent. Alternative 2 would not be a prudent avoidance alternative as it would not meet the stated purpose and need and associated screening criteria and would result in a use of a Section 4(f) resource. The Section 4(f) documentation determined that Alternative 3, the Proposed Action is the only alternative that meets all the elements and screening criteria of the stated Purpose and Need but would result in use of Section 4(f) resources.

A key feature of the Proposed Action is the realignment of West Entrance Road that would allow for clear, concise wayfinding that would help reduce the need for drivers to make quick decisions and maneuvers in short periods of time. The Proposed Action would include additional wayfinding improvements in targeted areas where wayfinding issues have been identified. As part of the construction of the Proposed Action, realignment of the roadway and excavation for structures would displace the existing pedestrian tunnel that connects a spur of the MVT to the

Airport terminal area. Construction of the Proposed Action would include replacement in-kind of pedestrian access from the MVT to Airport terminal facilities along with pedestrian wayfinding discussed above. The specific location and alignment of the pedestrian access would be incorporated into the design of the roadway improvements.

Construction of the GWMP onramps would result in disturbance and paving of unpaved GWMP frontage on NPS property. The north GWMP onramp would result in unpaved GWMP frontage disturbance of approximately 550 feet long by 15 to 20 feet wide. This onramp would total approximately 7,200 square feet of disturbance and paving of unpaved GWMP frontage on NPS property. The south GWMP onramp would result in unpaved GWMP frontage disturbance of approximately 330 feet long by up to 12 feet wide. This onramp would total approximately 2,650 square feet of disturbance and paving of unpaved GWMP frontage on NPS property. The two onramps would total approximately 9,850 square feet of disturbance and paving of unpaved GWMP frontage on NPS property. During construction of the GWMP on-ramp components and MVT improvements, the GWMP and MVT would experience temporary construction impacts, which may include temporary lane closures while work is being conducted. The construction for these components is anticipated to be approximately 8-months in duration. No full closure would occur to either the GWMP or MVT during construction.

The proposed consolidated rental car facility would be built in the footprint of Abingdon Research Station/Department of Transportation Laboratory Buildings, which would require these building to be razed and would result in an Adverse Effect Section 106 finding and a Section 4(f) use.

Based on an analysis of the avoidance alternatives and weighing the project purpose and need with the use of Section 4(f) resources, the Department concurs that there is no feasible and prudent avoidance alternative. Furthermore, the remaining alternatives were analyzed to determine which would have the least overall harm. As demonstrated in the evaluation above, the Proposed Action would cause the least overall harm and all possible planning to minimize harm has been incorporated into the planning. The Department understands that the Proposed Action will result in an Adverse Effect Section 106 finding and a Section 4(f) use of the Abingdon Research Station/Department of Transportation Laboratory Buildings and would result in a full take of these buildings. Additionally, the Department concurs that the Proposed Action would result in a *de minimis* use of the GWMP and MVT.

Officials with jurisdiction as well as the public have had an opportunity to review and comment on this evaluation. The Department believes that DCA is committed to minimizing harm to the Section 4(f) resources with the proposed mitigation and recommends that consultation continue with all officials with jurisdiction (including the Virginia Department of Historic Resources) with the goal of satisfactorily resolving any remaining adverse effects. For continued coordination with NPS, please contact Robert Mocko, Environmental Protection Specialist, at 700 George Washington Memorial Parkway, McLean, VA 22101. Mr. Mocko can be reached by phone at (571) 289-6459 or email robert_mocko@nps.gov.

Thank you for the opportunity to provide these comments.

Sincerely,

**JOHN
NELSON**

 Digitally signed by JOHN
NELSON
Date: 2024.01.03
10:57:09 -05'00'

John Nelson
Regional Environmental Officer

cc: Robert Mocko, NPS
Aaron Braswell, FAA
Susan Stafford, FAA

Electronic distribution: environmental.comments@mwa.com

**APPENDIX E: NATIONAL HISTORIC PRESERVATION ACT SECTION
106 MEMORANDUM OF AGREEMENT**

**MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL AVIATION ADMINISTRATION,
THE METROPOLITAN WASHINGTON AIRPORTS AUTHORITY, AND
THE VIRGINIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE RONALD REAGAN WASHINGTON NATIONAL AIRPORT
ROADWAY NETWORK REDEVELOPMENT, ARLINGTON COUNTY,
VIRGINIA**

WHEREAS, the Metropolitan Washington Airports Authority (Airports Authority) proposes modifications to the existing roadway circulation patterns and construction of parking and transportation facilities at Ronald Reagan Washington National Airport in Arlington, Virginia, which includes alterations to infrastructure of the adjacent National Park Service-administered George Washington Memorial Parkway (Undertaking; Virginia Department of Historic Resources [DHR] Project Review No. 2017-0738); and

WHEREAS, the Airports Authority, the Virginia State Historic Preservation Officer (SHPO) and Advisory Council on Historic Preservation (Council) executed a Programmatic Memorandum of Agreement (PMOA) on June 1, 1987, relating to the transfer of control over Ronald Reagan Washington National and Washington Dulles International Airports from the Federal Aviation Administration (FAA) to the Airports Authority; and

WHEREAS, the PMOA governs airport projects that may have an effect on properties eligible for or listed in the National Register of Historic Places (NRHP) and provides that such projects shall follow 36 CFR Part 800, the implementing regulations for Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108), with respect to review by the SHPO and the Council; and

WHEREAS, the FAA may partially fund the Airports Authority construction of the Undertaking and is therefore responsible for compliance with Section 106 of the NHPA and the National Environmental Policy Act (NEPA) (42 U.S.C. § 4321, et seq.), and the Airports Authority is coordinating Section 106 compliance with the NEPA process and is preparing an Environmental Assessment under the supervision of the FAA; and

WHEREAS, the Undertaking requires approval from the National Park Service (NPS) for activities occurring within the George Washington Memorial Parkway, and having an effect on the George Washington Memorial Parkway historic property, and therefore, the NPS has designated the FAA as the lead federal agency responsible for Section 106 compliance pursuant to 36 CFR § 800.2(a)(2) for this Undertaking, and the FAA has invited the NPS to be an invited signatory to this Memorandum of Agreement (MOA) and the NPS accepted on October 26, 2021; and

WHEREAS, the NPS is charged in its administration of the units of the National Park System to meet the directives of other laws, regulations, and policies including the NPS Organic Act as codified in Title 54 USC § 100101(a) to “conserve the scenery, natural

and historic objects, and wild life in such a manner and by such means as will leave them unimpaired for the enjoyment of future generations;” and

WHEREAS, the George Washington Memorial Parkway (GWMP), a unit of the NPS, with portions located in Fairfax and Arlington Counties and the City of Alexandria, in Virginia, was established pursuant to what is known as the Capper-Cramton Act, Public Law 71-284, 46 Stat. 482, (May 1930) for purposes “to include the shores of the Potomac and adjacent lands, from Mount Vernon to a point above the Great Falls on the Virginia side, including the protection and preservation of the natural scenery of the Gorge and Great Falls of the Potomac,” and became a unit of the NPS Park System pursuant to Executive Order 6166 of June 10, 1933 (taking effect August 10, 1933) and the GWMP is administered by NPS; and

WHEREAS, in October 2017, the Airports Authority, pursuant to the terms of the PMOA and in coordination with the FAA, consulted with the SHPO, which agreed that the NEPA public scoping process could be used to identify consulting parties for purposes of Section 106, and the Airports Authority, in coordination with the FAA, invited the Council, NPS, Federal Highway Administration (FHWA), National Capital Planning Commission (NCPC), and Arlington County to participate in consultation with meetings held in 2019 and 2020, and the Council declined; and

WHEREAS, the GWMP as the NPS unit that administers the property affected by the Undertaking, and a federal agency with permitting authority for this Undertaking is a consulting party in the Section 106 process pursuant to 36 CFR § 800.2(c)(5), and is invited to sign this MOA as an invited signatory pursuant to 36 CFR § 800.6(c)(2); and

WHEREAS, the Airports Authority and the FAA, in consultation with the SHPO, have established the Undertaking’s Area of Potential Effects (APE) as shown in Attachment 1 and identified five historic properties within the APE; and

WHEREAS, the Airports Authority, through coordination with the FAA, has determined that the proposed Undertaking will result in an adverse effect on one historic property, Abingdon Research Station/Department of Transportation Laboratory Buildings (VDHR No. 000-9880), and no adverse effect on the remaining four historic properties in the APE, and SHPO concurred with this finding of effect on August 22, 2019; and

WHEREAS, pursuant to 36 CFR § 800.6(a)(1), the Airports Authority, in coordination with the FAA, notified the Council of the adverse effect finding and intention to enter into a MOA for this Undertaking, and the Council has chosen not to become a signatory to this agreement by letter dated November 26, 2021; and

WHEREAS, the Airports Authority, through coordination with the FAA, has involved the public and considered their views on the Undertaking, by holding scoping meetings as part of the NEPA process and holding a public comment period on the Draft

Environmental Assessment, which included a draft version of this MOA, in early 2022; and

NOW, THEREFORE, the FAA, the Airports Authority, and the SHPO, herein referred to as signatories, agree that the Undertaking shall be implemented in accordance with the following stipulations to take into account the effect of the Undertaking on historic properties.

STIPULATIONS

The FAA, in coordination with the Airports Authority, shall ensure that the following stipulations are carried out:

- I. Treatment to Resolve Adverse Effect
 - A. Historic American Building Survey Documentation: Within two (2) years of the execution of this MOA, the FAA and the Airports Authority shall complete a Historic American Building Survey (HABS) documentation of the Abingdon Research Station/Department of Transportation Laboratory Buildings. The documentation shall be completed in accordance with the guidelines set forth in “HABS/HAER Photographs: Specifications and Guidelines” (U.S. Department of the Interior, 2001); “HABS/HAER Standards” (U.S. Department of the Interior, 1990); “HABS Historical Reports” (U.S. Department of the Interior, October 2000); and “Historical American Engineering Record Guidelines for Historical Reports” (U.S. Department of the Interior, 2008, updated 2010), the SHPO’s Guidelines for Conducting Historic Resources Survey in Virginia (rev. 2017) and fulfill requirements of HABS Level II documentation. The FAA and the Airports Authority shall ensure that all documentation is completed and accepted by the SHPO prior to commencement of any demolition activities which may directly affect Abingdon Research Station/Department of Transportation Laboratory Buildings.
 - B. Drone Photogrammetry and 3-D Model Development: Within two (2) years of the execution of this MOA, and prior to any demolition activities, the FAA and the Airports Authority shall contract with a certified aerial imagery firm to conduct drone photogrammetry recordation of the existing Abingdon Station building, in order to produce a high-resolution 3D model of existing complex. This 3D model will form the bases of an online interactive 3D model that will allow visitors to explore the building architecture in detail. The model will be hosted on a webpage link on the Airports Authority’s website.
 - C. Interpretive Program: The FAA and the Airports Authority, through consultation with consulting parties, shall develop an historic interpretive program that researches the links and shared histories between the Ronald

Reagan Washington Airport and the George Washington Memorial Parkway. The interpretive program shall include one on-site static sign with relevant information and images as well as a corresponding web-based page for additional information. The location of the on-site sign and interpretive program content will be determined in consultation with signatories and concurring parties.

II. Avoidance and Minimizations

- A. Components occurring within the NPS George Washington Memorial Parkway boundaries would include features sympathetic to existing George Washington Memorial Parkway structures, such as retaining walls or barrier walls, as needed.

Design strategies for components occurring within the George Washington Memorial Parkway boundaries would include design strategies in keeping with NPS landscape design principles. Potentially impacted vegetation was documented and assessed for replacement using the National Capital Planning Commission *Comprehensive Plan for the National Capital* methodology, as specified by NPS.¹ Replacement vegetation was determined using a formula from this plan. In cooperation with NPS, the Airports Authority has agreed to replace trees in-kind as follows: Trees under 10 inches in diameter would be replaced at a one-to-one ratio, one replacement tree for every tree removed. Trees greater than 10 inches in diameter would be replaced based on the following formula: $\text{Tree Diameter (in inches)} \times \text{Species Rating (as percentage)} \times \text{Condition Rating (as percentage)} = \text{Replacement Value Score}$.

III. Professional Qualifications and Continued Review

- A. The FAA and the Airports Authority shall ensure that all historic preservation work completed pursuant to this MOA is carried out by or under the supervision of a person or persons meeting the Secretary of the Interior's Professional Qualifications Standards (36 CFR § 61) in the appropriate discipline.
- B. The FAA and the Airports Authority shall coordinate design review with the NPS and SHPO for resources managed by the GWMP. NPS agrees to provide comments to the FAA and the Airports Authority on design materials related to NPS resources within thirty calendar days of receipt, unless otherwise specified.
- C. The SHPO agrees to provide comments to the FAA and the Airports

¹ National Capital Planning Commission, *Comprehensive Plan for the National Capital: Federal Elements, Section G: Policies Related to Tree Canopy and Vegetation*, 2021.

Authority on all technical materials, findings, and other documentation arising from this MOA within thirty calendar days of receipt, unless otherwise specified. If no comments are received from the SHPO within the thirty-day review period, the FAA and the Airports Authority may assume that the non-responsive party has no comment. The FAA and the Airports Authority shall take into consideration all comments received in writing from the SHPO within the thirty calendar-day review period.

IV. Post-Review Discoveries

- A. If previously unidentified historic properties are discovered or if unanticipated effects on historic properties occur during construction activities, the FAA and the Airports Authority shall require the construction contractor to halt all construction work near the resource. In addition, for any newly discovered archaeological resources, work shall also halt in surrounding areas where additional subsurface remains can reasonably be expected to occur. Work in all other areas of the Undertaking may continue.
- B. The FAA and the Airports Authority shall notify the signatories and other consulting parties within two working days of the discovery (36 CFR § 800.13). In the case of prehistoric or historic Native American sites, the FAA shall notify appropriate state and federally recognized tribal leaders, within two working days of the discovery. The FAA and the Airports Authority shall ensure that an archaeologist or architectural historian meeting the Secretary of the Interior's Professional Qualifications Standards (48 FR 44739) shall investigate the work site and the resource, and then the FAA and the Airports Authority shall forward to the signatories and other consulting parties an assessment of the NRHP eligibility of the resource (36 CFR § 60.4) and/or proposed treatment actions to resolve any adverse effects on the resource. The signatories and other consulting parties shall respond within five working days of receipt of the FAA and the Airports Authority's assessment of NRHP eligibility of the resource and proposed action plan. The FAA and the Airports Authority, in consultation with SHPO, shall consider the recommendations of the signatories and other consulting parties regarding NRHP eligibility of the resource and/or the proposed action plan to resolve adverse effects, and then carry out appropriate actions.
- C. The FAA and the Airports Authority shall ensure that construction work within the affected area does not proceed until appropriate treatment measures are developed and implemented, or the determination is made that the located resource is not eligible for inclusion on the NRHP.

- D. Disputes between the signatories over the treatment of historic properties shall be resolved as provided for in Stipulation V.

V. Monitoring and Reporting

Once yearly, beginning one year from the date of execution of this MOA until it expires or is terminated, the FAA and the Airports Authority shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in the FAA or the Airports Authority's efforts to carry out the terms of this MOA. Clear evidence of advancing the completion of MOA stipulations, shared with all parties to this MOA, shall be considered sufficient reporting in lieu of a summary report.

VI. Duration

This MOA will expire if its terms are not carried out within five years from the date of its execution. Prior to such time, the FAA and the Airports Authority may consult with the signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VII below.

VII. Dispute Resolution

Should any party to this MOA object within thirty calendar days to any actions proposed or carried out pursuant to this MOA, the FAA and the Airports Authority shall consult with the objecting party to resolve the objection. The FAA and the Airports Authority shall notify the SHPO and all other parties to this MOA of any objection. If the FAA and the Airports Authority determines that the objection cannot be resolved, the FAA and the Airports Authority shall forward all documentation relevant to the dispute to the Council. Within thirty calendar days after receipt of all pertinent documentation, the Council shall:

- A. Provide the FAA and the Airports Authority with recommendations, which the FAA and the Airports Authority will take into consideration in reaching a final written decision regarding the dispute that will be provided to all parties.
- B. If the Council does not provide comment regarding the dispute within the thirty-day timeframe, the FAA and the Airports Authority may make a final decision on the dispute and proceed accordingly. Prior to reaching a final decision, the FAA and the Airports Authority shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA and

provide them and the Council with a copy of such written response.

- C. Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; the FAA and the Airports Authority's responsibility to carry out all actions under this MOA that are not subject of the dispute will remain unchanged.

VIII. Amendments

This MOA may be amended when such an amendment is agreed to in writing by all signatories in accordance with 36 CFR § 800.6(c)(7). The amendment will be effective on the date a copy signed by all of the signatories is filed with the Council.

IX. Termination

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation VII, above. If an agreement cannot be reached on an amendment within thirty calendar days, any signatory may terminate it upon written notification to the other signatories. Once the MOA is terminated, and prior to work continuing on the Undertaking, the FAA and the Airports Authority shall either execute a new MOA under 36 CFR § 800.6 or request and consider the comments of the Council pursuant to 36 CFR § 800.7.

Execution of this MOA, filing of the MOA with the Council pursuant to 36 CFR § 800.6, and implementation of its terms is evidence that the FAA and the Airports Authority has taken into account the effects of the Undertaking on historic properties and afforded the Council an opportunity to comment.

In addition, execution of this MOA demonstrates the Airports Authority's compliance with the terms of the 1987 PMOA.

Signatories:

FEDERAL AVIATION ADMINISTRATION

MATTHEW J THYS
Digitally signed by MATTHEW J THYS
Date: 2023.09.14:16:05:00
By: Matthew J. Thys
Manager, Washington Airports District Office

Signatories:

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

By: Thomas Beatty Date: 11/02/2023
Thomas Beatty
Vice President for Engineering

Signatories:

VIRGINIA STATE HISTORIC PRESERVATION OFFICER



By: _____ Date: 12/12/2023

Julie V. Langan
Director, Department of Historic Resources

Invited Signatory:

NATIONAL PARK SERVICE

Charles
Cuvelier
Digitally signed by Charles
Cuvelier
DN: cn=Cuvelier, o=NPS, email=charles.cuvelier@nps.gov, c=US

Date: 11/3/2023

Charles Cuvelier
Superintendent - George Washington Memorial Parkway

Concurring Parties:

ARLINGTON COUNTY

By: _____ Date: _____
Lorin V. Farris
Arlington County - Historic Preservation Planner

Concurring Parties:

NATIONAL CAPITAL PLANNING COMMISSION

By: _____ Date: _____

Carlton Hart

Urban Planner, National Capitol Planning Commission

Concurring Parties:

FEDERAL HIGHWAY ADMINISTRATION

By: David S. Clarke Date: 10/20/2023
David S. Clarke
Federal Preservation Officer

Attachment 1: Area of Potential Effects Map



From: Webb, Lee <lee.webb@ncpc.gov>
Sent: Thursday, October 19, 2023 11:37 AM
To: Regotti, Colleen <Colleen.Regotti@MWAA.com>
Cc: Weil, Michael <michael.weil@ncpc.gov>
Subject: RE: DCA Roadway Improvements Project - Section 106 Memorandum of Agreement

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Good morning Colleen!

I hope you are doing well. NCPC does not need to sign the MOA, as a concurring party, as we don't have a Section 106 responsibility. To keep things simple, we only sign 106 agreement documents when we have a 106-compliance responsibility based on our approval authorities.

Many thanks!

--Lee

Lee A. Webb

Federal Preservation Officer | Urban Design and Plan Review Division
401 9th Street, NW | Suite 500 | Washington, DC 20004
202 482 7240 | www.ncpc.gov | lee.webb@ncpc.gov

From: Regotti, Colleen <Colleen.Regotti@MWAA.com>
Sent: Thursday, October 19, 2023 10:38 AM
To: Brian Philiben <bphiliben@ricondo.com>; Adrienne.Birge-Wilson@dhr.virginia.gov
Cc: Ward, Henry <Henry.Ward@wsp.com>; Wollard, Gregg <Gregg.Wollard@MWAA.com>; david.clarke@dot.gov; Lorin Farris <lfarris@arlingtonva.us>; Webb, Lee <lee.webb@ncpc.gov>; Joseph, Maureen <Maureen_Joseph@nps.gov>; cllicese@arlingtonva.us; Aaron Braswell <aaron.braswell@faa.gov>; Stafford, Susan (FAA) <susan.stafford@faa.gov>; Cuvelier, Charles J <Charles_Cuvelier@nps.gov>; John Williams <jwilliams@ricondo.com>
Subject: RE: DCA Roadway Improvements Project - Section 106 Memorandum of Agreement
Importance: High

Good morning! I am just writing to follow up on the status of the execution of the MOA for the DCA Roadway project. We are scheduled for resubmitting the revised final EA with the executed MOA to the FAA on 10/30/2023. The MOA can be signed electronically and returned to MWAA. Since we have previously coordinated meetings with the consulting parties to discuss the project and the MOA, I do not anticipate any concerns, but please let me know if

you have any questions on the MOA and when you can return the signed copy. Thanks again for all your help.

Sincerely,

Colleen Regotti

Environmental Planner



1 Aviation Circle, MA-32D
Washington, DC 20001-6000

T: 703-572-0268

F: 703-572-0299

Colleen.Regotti@mwa.com

mwa.com

From: Lorin Farris <lfarris@arlingtonva.us>
Sent: Thursday, October 26, 2023 9:25 AM
To: Regotti, Colleen
Cc: Ward, Henry; Stafford, Susan (FAA); Brian Philiben
Subject: RE: MOA / DCA Roads

Good morning Colleen,
I'm glad we are in an agreement that this is the best approach for the project, as the County is satisfied with the terms of the MOA between the signatory and consulting parties. I think it makes sense for the project team to provide this update to DHR, cc'ing me in the email and I will follow that with a confirmation email. Let me know if you feel a different approach is necessary. Thanks for the flexibility everyone and great job getting to completion with the Section 106 process.
Thanks,
Lorin

Lorin V. Farris (pronouns: she/her)
Historic Preservation Planner
Department of Community Planning, Housing & Development
2100 Clarendon Boulevard, Suite 700
Arlington County, VA
lfarris@arlingtonva.us
703 228 3549

Any email sent to or from Arlington County email addresses may be subject to disclosure under the Freedom of Information Act (FOIA).
CPHD Mission Statement - Promoting the improvement, conservation and revitalization of Arlington's physical and social environment.

From: Regotti, Colleen <Colleen.Regotti@MWAA.com>
Sent: Thursday, October 26, 2023 7:40 AM
To: Lorin Farris <lfarris@arlingtonva.us>
Cc: Ward, Henry <Henry.Ward@wsp.com>; susan.stafford@faa.gov; Brian Philiben <bphiliben@ricondo.com>
Subject: MOA / DCA Roads

EXTERNAL EMAIL

CAUTION: This email contains file attachments. Do NOT open files that you are not expecting to receive, even from known senders.

Lorin,

Appreciate your getting back to us regarding the DCA – Roads Memorandum of Agreement (MOA), and the potential delay in obtaining your County Manager's signature. You are correct, that a mid-December timeline would be a challenge to the project schedule. However, although signatory and consulting party approval of a MOA is required, concurring party responses can be considered as optional. As you note, the project element we will be working on with the county, the Architectural Salvage Program is not detailed in the agreement, so we do not believe there would be an issue with you opting out of providing a signature. The

Authority is committed to working with the county to follow through with the salvage program, but do not feel that the MOA would need to be modified/amended to accomplish this. We have discussed this with the FAA staff, and they are comfortable with this approach. We would be happy to confirm this with VDHR, and hope that you may be able to provide an additional email, confirming that Arlington County is satisfied with completed Section 106 consultation process and does not feel it is necessary to provide a concurring party signature. Please feel free to reach out if you would like to set up a chance to discuss further.

Sincerely,

Colleen Regotti

Environmental Planner



1 Aviation Circle, MA-32D
Washington, DC 20001-6000

T: 703-572-0268

F: 703-572-0299

Colleen.Regotti@mwaa.com

mwaa.com

From: Lorin Farris <lfarris@arlingtonva.us>
Sent: Friday, October 20, 2023 4:08 PM
To: Regotti, Colleen <Colleen.Regotti@MWAA.com>
Subject: RE: DCA Roadway Improvements Project - Section 106 Memorandum of Agreement

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Hi Colleen,

I have reviewed the MOA and materials in the project package. A couple of things. First off, I cannot sign the MOA. I do not have the authority to do this. Only the County Manager COULD sign the MOA, but he would need to get authority from the County Board to sign such a document. That takes time on our end, since these types of request need to go through a public process. Based on the schedule, I would not be able to get this signed by the County Manager until mid-December. That being said, the only item that the County is really involved in is the Architectural Salvage Program, which is not included in the language in the MOA. I see two options. We will need to update the concurring party signature page to be the County Manager, Mark Schwartz, OR, remove us as a concurring party, if that's possible at this late stage, since the MOA stipulations do not cover the Architectural Salvage Program.

Lorin

Lorin V. Farris (pronouns: she/her)
Historic Preservation Planner
Department of Community Planning, Housing & Development
2100 Clarendon Boulevard, Suite 700
Arlington County, VA
lfarris@arlingtonva.us
703 228 3549

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CPHD Mission Statement - Promoting the improvement, conservation and revitalization of Arlington's physical and social environment.

From: Regotti, Colleen <Colleen.Regotti@MWAA.com>

Sent: Thursday, October 19, 2023 10:38 AM

To: Brian Philiben <bphiliben@ricondo.com>; Adrienne.Birge-Wilson@dhr.virginia.gov

Cc: Ward, Henry <Henry.Ward@wsp.com>; Wollard, Gregg <Gregg.Wollard@MWAA.com>; david.clarke@dot.gov; Lorin Farris <lfarris@arlingtonva.us>; lee.webb@ncpc.gov; Joseph, Maureen <Maureen_Joseph@nps.gov>; Cynthia Liccese-Torres <Cliccese@arlingtonva.us>; Aaron Braswell <aaron.braswell@faa.gov>; Stafford, Susan (FAA) <susan.stafford@faa.gov>; Cuvelier, Charles J <Charles_Cuvelier@nps.gov>; John Williams <jwilliams@ricondo.com>

Subject: RE: DCA Roadway Improvements Project - Section 106 Memorandum of Agreement

Importance: High

EXTERNAL EMAIL

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Good morning! I am just writing to follow up on the status of the execution of the MOA for the DCA Roadway project. We are scheduled for resubmitting the revised final EA with the executed MOA to the FAA on 10/30/2023. The MOA can be signed electronically and returned to MWAA. Since we have previously coordinated meetings with the consulting parties to discuss the project and the MOA, I do not anticipate any concerns, but please let me know if you have any questions on the MOA and when you can return the signed copy. Thanks again for all your help.

Sincerely,

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APPENDIX F: MITIGATION MEASURES

The National Park Service (NPS) places a strong emphasis on avoidance, minimization, and mitigation of impacts. To help ensure that the construction and operational activities protect natural, cultural, and social resources and the quality of the visitor experience along the George Washington Memorial Parkway, resource protection measures have been developed.

The following measures were provided in the Final EA prepared by the Airports Authority/FAA and will be implemented by the Airports Authority prior to, during, and after construction of the Proposed Action. The FAA is conditioning approval of the Proposed Action upon implementation of the measures outlined below.

- continued consultation with the NPS, and compliance with NPS guidance, regarding vegetation replacement on NPS administered property along the GW Parkway.
- Construction and operation of the Proposed Action consistent with the enforceable policies of the CZMP.
- Implementation of mitigation measures identified in the MOA regarding demolition of the Abingdon Research Station/DOT Laboratory Buildings.
- Compliance with federal, state, and local regulations for identification, handling, and disposal of potentially contaminated soils, asbestos, lead, polychlorinated biphenyls (PCBs), and mercury.
- Implementation of an on-site qualified professional archeologist to monitor construction activities in the vicinity of the Abingdon Plantation Site.
- Coordination with the appropriate utility providers for any required utility relocations.
- Restriction of the loudest construction activities to daytime hours and implementation of noise reduction measures for construction activities.
- Consideration of avoiding haul-truck activity during the Airport peak hour and establishment of an off-Airport employee parking area with shuttle service to transport employees to and from the construction area.
- Implementation of mitigation measures such as screened chain link fencing, downward directed lighting, and staging area setbacks to shield any nighttime construction light from spilling over, as well as screening, street trees, landscape buffer zones, and other appropriate mechanisms to minimize light spillover from operations.
- Implementation of temporary construction fencing, including screening, canopies, or other buffer mechanisms, to screen construction activities and equipment from the surrounding area as well as implementation of neutral façade color treatment and vegetative screening will be incorporated into project components, as appropriate to eliminate viewshed impacts.
- Compliance with FEMA regulations and applicable state and local floodplain regulations.
- Continued coordination with FEMA regarding floodplain impacts for a determination of a No-Rise Certification and/or a Conditional Letter of Map Revision.
- Compliance with the Airports Authority Annual Standards and Specifications for Erosion and Sediment Control and Stormwater Management.
- Compliance with the Virginia Erosion and Sediment Control Handbook.
- Compliance with FAA Advisory Circular 150/5370-10H, Standards for Specifying Construction of Airports.
- Compliance with the Airport's Multi-Sector General Permit (MSGP) for any construction-related stormwater discharges, including any required permit modifications.
- Registration for coverage under a Virginia Pollution Discharge Elimination System (VPDES) General Permit for Discharge of Stormwater from Construction Activities prior to initiating any land-disturbing activities.
- Development of, and adherence to, any required Stormwater Management Plan, SWPPP, and Erosion and Sediment Control Plan.
- Obtainment of required permits and approvals for the Proposed Action prior to construction.